PACIFIC FISHERMAN

DECEMBER 1951

A Miller Freeman Publication

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The value of Willard quality has been proved again and again during the past 47 years. It gives the Willard Battery you buy 3 big economy extras . . . *extra* dependability . . . *extra* performance . . . *extra* long life. For low cost on every battery job . . . buy a Willard. They're sold and serviced throughout the United States and Canada.

KTWS Types for Auxiliary Power and Lighting available in 4 or 8-volt units, capacities from 250 to 500 ampere hours.

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DSW Types Auxiliary Power and Starting in 30-volt Diesel systems.

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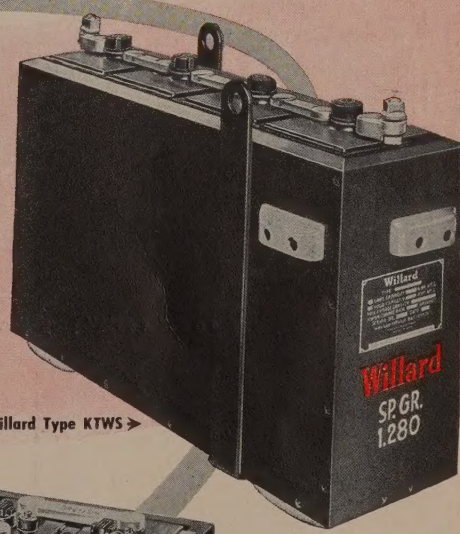

Willard Type KTWS ➤

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WILLARD STORAGE BATTERY COMPANY

Cleveland • Los Angeles • Dallas
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Stepped-up power for stepped-up profits

This "Caterpillar" Diesel D375 Marine Engine now powers the CATHERINE PALADINI, *driving a 64" x 48½" propeller.*

ONE WAY to make bigger profits fishing is to get out there and back faster, with more time at the nets. The new, bigger "Caterpillar" Diesel Marine Engines are built to give fishing boats that extra margin of dependable power.

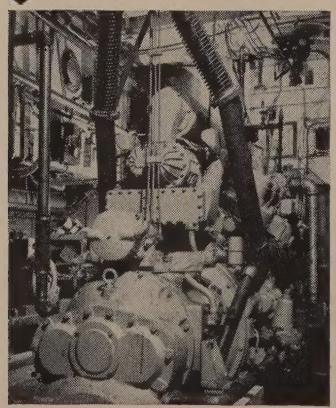
The *Catherine Paladini*, owned by A. Paladini, Inc., San Francisco, Calif., is a 73-foot dragger, built in 1928. Her old engine was recently replaced by an 8-cylinder "Cat" Diesel D375, delivering 270 hp. (at the propeller) for uninterrupted 24-hour service.

Skipper Axel Bjork is happy with the new installation for several reasons. He finds the engine is smooth and quiet in operation, and easy to handle with its pneumatic gear control. It has boosted the boat's speed from 9.2 to 10.9 knots. And in spite of increased power it is smaller in size, allowing more storage space in the hold.

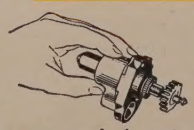
These new "Cat" Marine Engines are built with the same rugged quality that has won a reputation for reliability in fishing fleets everywhere. They are now available in a range of sizes up to 400 continuous horsepower.

Ask your "Caterpillar" dealer to *show* you the profit possibilities in this great line of Marine Diesels.

CATERPILLER San Leandro, Calif.; Peoria, Ill.
REG. U.S. PAT. OFF.



LOOK UNDER THE HIDE



Fuel pumps are "Caterpillar"-designed and "Caterpillar"-built. Made of the cleanest high-chromium, high-carbon alloy steel obtainable, the pump plungers and barrels are diamond lapped. Pumps are heat treated to maximum hardness to give users thousands of hours of trouble-free, economical service. There is an individual pump for each cylinder. Pumps are adjustment-free and completely interchangeable. Look under the hide for quality. It doesn't show on the outside — it shows up in performance.

CATERPILLAR DIESEL
REG. U.S. PAT. OFF.

Marine Engines

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 49 **No. 13**

DECEMBER, 1951

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B.C. Salmon Pack Nearing 2 Million-Case Mark

Going into the last half of November, the British Columbia salmon pack was grazing the 2 million-case mark, but indications were that the 50 thousand-case deficit could hardly be overcome.

At that, with a pack of 1.95 million, British Columbia in 1951 produced more canned salmon than in any year since 1941, and with that single exception more than in any year since 1930.

California N.F.I. Members Shaping Plans for Convention

Preliminary planning for the National Fisheries Institute convention to be held in Los Angeles April 21-23, 1952, took shape in November with a West Coast visit of President Royal Toner and Charles E. Jackson, N.F.I. general manager.

They consulted with Jack Willis, N.F.I. regional vice president for Southern California, W. Wade Ambrose, general chairman of the convention committee, and Max Freeman, vice chairman.

Aldo Casaretto of Koulouris & Casaretto was appointed finance chairman, and Louis Vitale of Los Angeles Smoking & Curing Co. as entertainment chairman. Mrs. Max Freeman heads the ladies committee and E. C. Jack is vice chairman in charge of the Old Timers activities.

B.C. Herring Price Up $1; Favorable Season Forecast

After a dispute which cost the boats some days of fishing, the British Columbia herring industry reached an agreement on price at $8.40 per ton, an increase of $1 from the 1950-51 figure. Operators continue to contribute 10¢ per ton additional to the fishermen's welfare fund.

Annual herring forecast by biologists of the Fisheries Research Board predicted generally favorable fishing for the 1951-52 season, with an increase possible on the West Coast; and every reason to believe the East Coast and Mainland quotas would be filled readily, although perhaps with more effort than last season.

James E. Parks Drowns

James E. Parks, 40, a son of the late James W. Parks, and associated with his brothers, Harold M. Parks and Wilson J. Parks in Western Fisheries Co. and other Parks fishing and packing enterprises, was drowned in November when an automobile in which he was a passenger ran off a ferry dock at Orcas, in the San Juan Islands, Wash.

Warne Quits Interior Department

William E. Warne, who had been assistant secretary of the Interior charged with general supervision over Alaska affairs since 1947, resigned in November to take a post as economic specialist assigned to Iran.

A product of the Bureau of Reclamation, his policies in Interior generally were regarded as adverse to the fisheries.

New Name for B.C. Operators

Fisheries Association of British Columbia is the new name of the organization formerly called the Salmon Canners Operating Committee of British Columbia.

The new name is considered more appropriate, in view of the broadened field of the association's activities. John M. Buchanan is president; A. H. Sager executive assistant to the chairman; and J. Macdonald secretary.

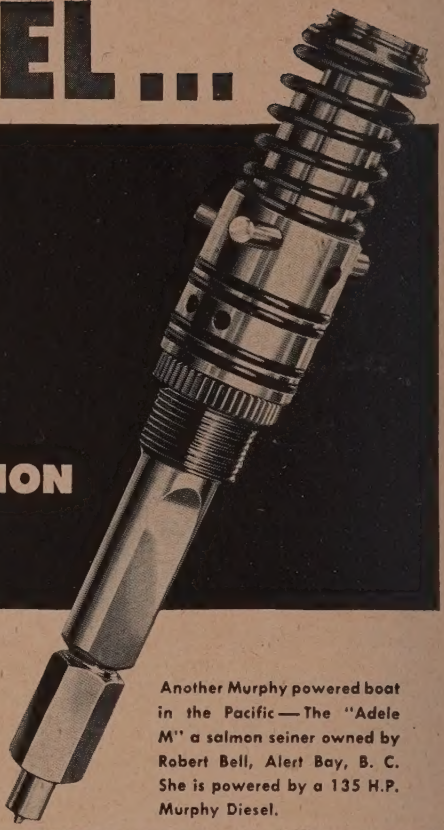
MURPHY DIESEL...

gives you easier starting . . .

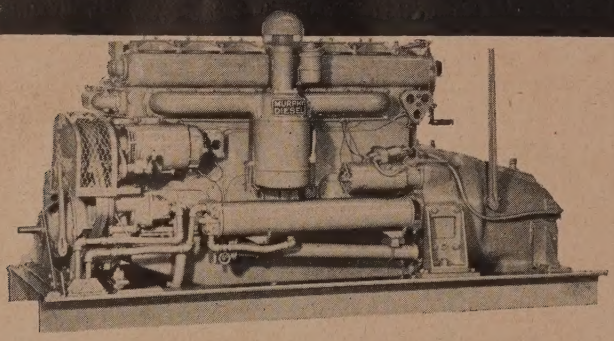
more economy . . . smoother

operation . . . better response

***because it has* UNIT FUEL INJECTION**



Another Murphy powered boat in the Pacific — The "Adele M" a salmon seiner owned by Robert Bell, Alert Bay, B. C. She is powered by a 135 H.P. Murphy Diesel.



The performance of a diesel engine can be no better than the accuracy of control of fuel injection. That's why we say the unit injector is the heart of the Murphy Diesel. This simple, self-contained unit is both pump and nozzle. There are no high pressure fuel lines to interfere with smooth, accurate, precisely controlled fuel injection and rob you of power and fuel. In the Murphy Diesel, solid fuel completely atomized as a fine fog is injected directly into all parts of a plain, open combustion chamber. Ignition is accomplished solely by the heat of compression of the air within the cylinder. The precisely controlled rate of injection determines the speed and pressure of combustion, hence the power delivered and the amount of fuel used.

Translated into benefits for the user, Murphy Unit Fuel Injection makes possible greater power output with less fuel—better all around performance. Full details are given in the booklet *"10 Questions to Ask a Diesel Engine Salesman"*. Ask your Murphy Diesel Dealer for a copy or write direct.

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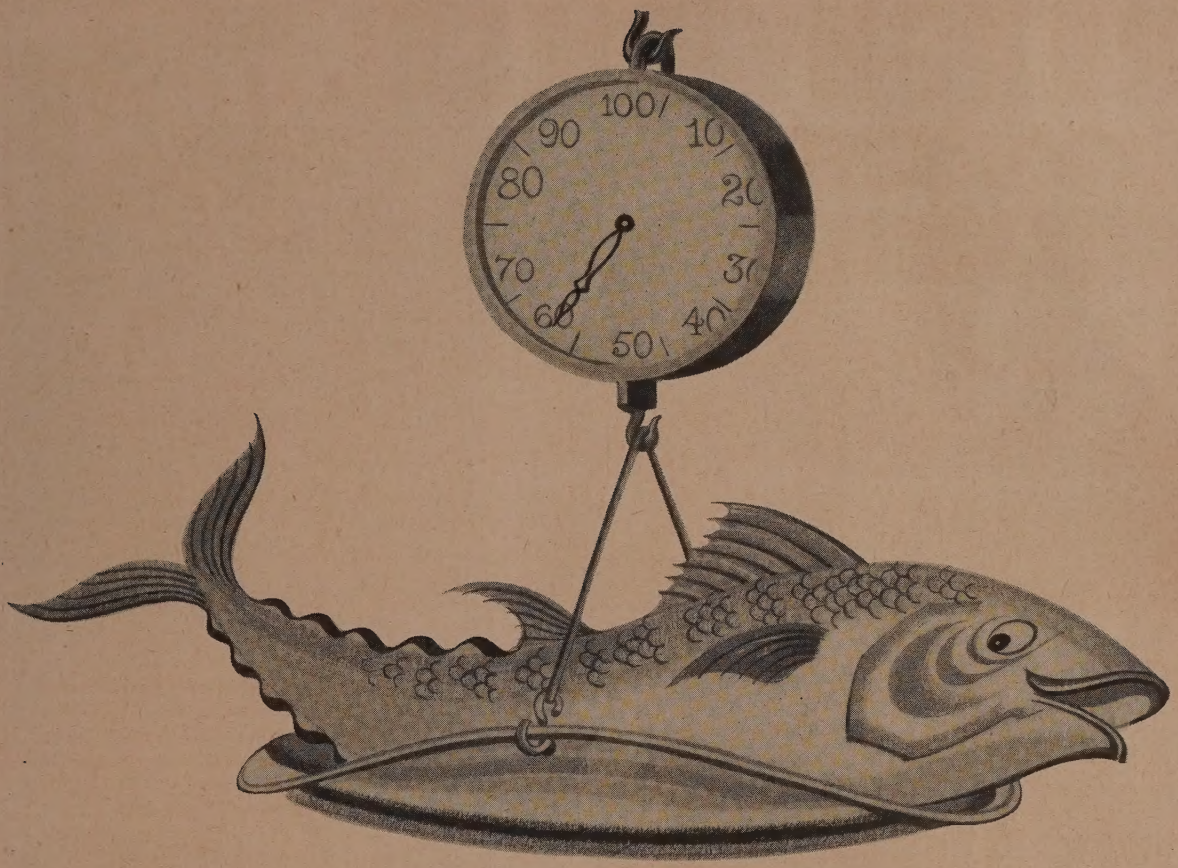
MURPHY DIESEL

214

Heavy duty power
for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 205 H.P.; marine type generator sets from 60 to 140 K. W.



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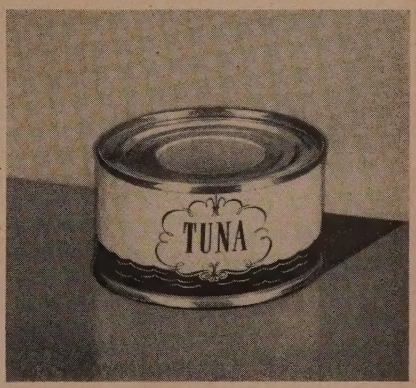
✓ *Check with Continental*

Continental cans for tuna are made in the west. And they're made right—always clean, bright and tight. Whether you use semi-formed or ready-formed cans, you'll find our cans tops.

That goes for Continental service, too. Our experts know the tuna packer's problems from A to Z. This year they'll travel more than a million miles by train, plane and car to bring our customers the benefit of their experience.



You can't beat Continental as a dependable source of supply!

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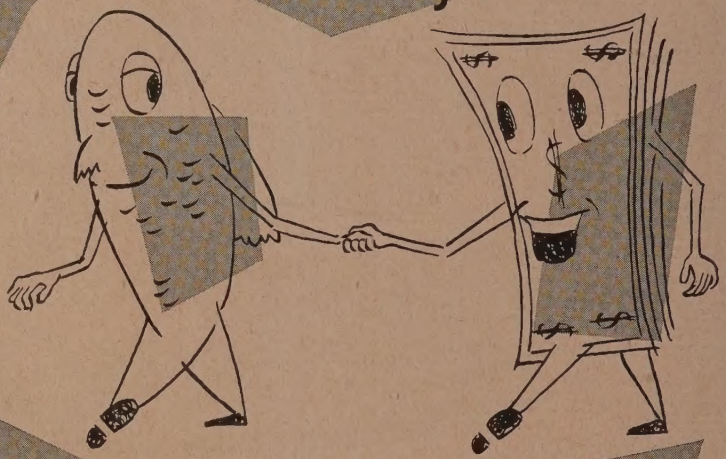
PROFITS in the fish reduction industry

go hand in hand



with this

unbeatable combination

THE SHARPLES SUPER-D-CANTER FOR MAXIMUM MEAL RECOVERY

Continuous production of dry, fluffy meal with minimum oil content. Little or no labor is required for continuous operation. High meal recovery and less nozzle pluggage of the centrifuge because of low solids content of the press liquor.

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Oil content of the stickwater is reduced to an absolute minimum in continuous, uninterrupted operation. The oil produced is clear and brilliant with exceptional keeping qualities . . . low in fatty acids.

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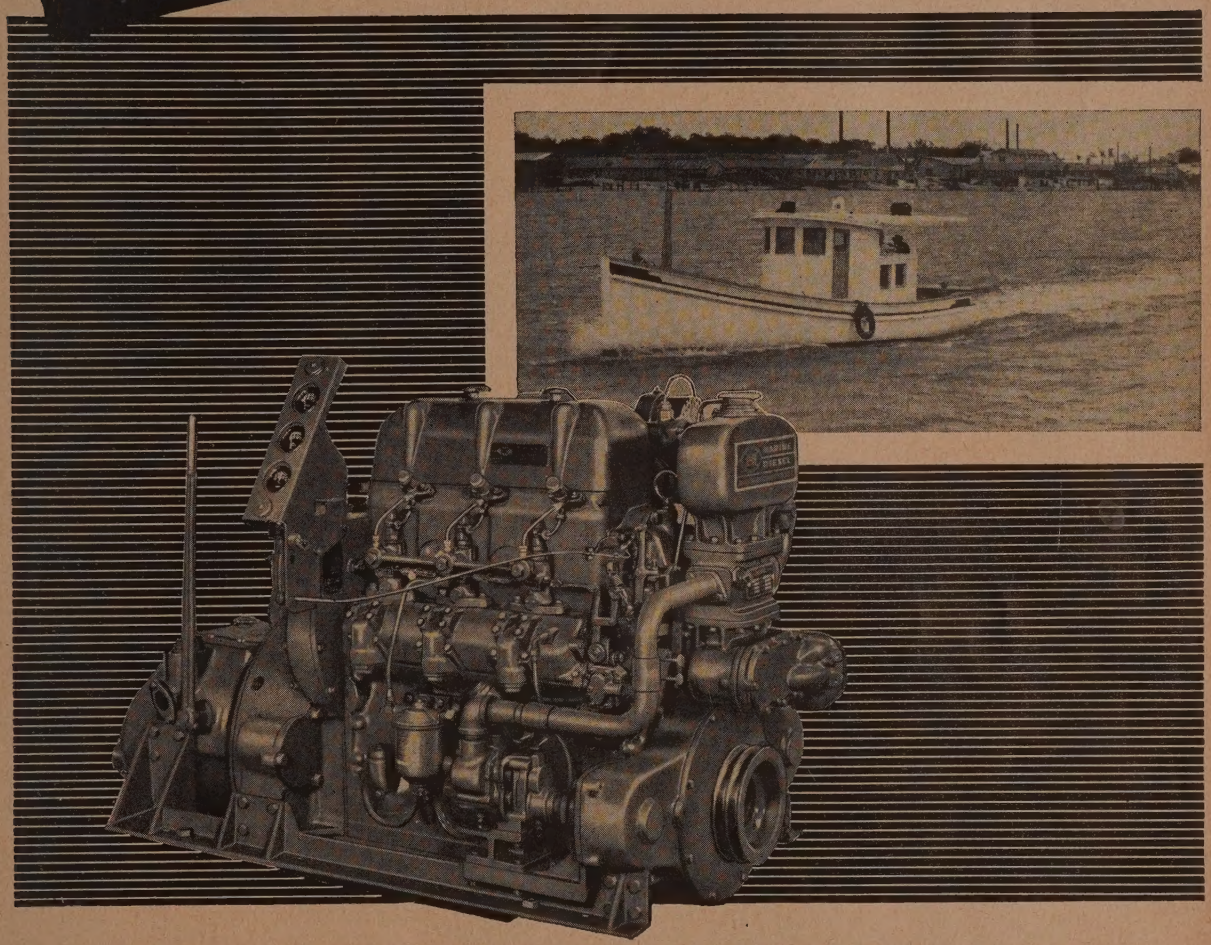
P&H MARINE DIESELS

2-CYCLE



LESS WEIGHT... MORE POWER

Your profits come from the pounds of *fish* you carry—not from the pounds of engine. That's one reason you save money every trip with a P&H Marine Diesel — less weight per horsepower.

The use of lightweight, corrosion-resistant alloy castings does away with needless excess weight — a P&H is all *working weight.*

A P&H is *simpler* in design — there are far fewer parts. This means faster, easier servicing, greater dependability.

Get full information on these advanced marine diesel engines today. There are P&H Models in 2, 3, 4 and 6 cylinders up to 145 horsepower.

P&H DIESEL DIVISION
HARNISCHFEGER CORPORATION
CRYSTAL LAKE P&H ILLINOIS, U.S.A.

Meet the Challenge of this Growing Market with Pfizer Ascorbic Acid

Consumer-size quick frozen fish packages are zooming in popularity. But this consumer market depends on the appeal of your product both to the *eye* and to the *taste*.

You can insure "fresh today" appearance of your frozen fish with Pfizer ascorbic acid. For Pfizer ascorbic acid prevents "rusting" of the fish, preserves its bright natural color.

You can protect the flavor, too . . . for Pfizer ascorbic acid combats the development of rancidity and unpleasant flavor resulting from atmospheric oxidation. And with the addition of inexpensive citric acid, a lower, money-saving concentration of ascorbic acid can be used.

Pfizer has accumulated practical, technical information on the use of ascorbic and citric acids. Perhaps we can help you with your anti-oxidant problems... help put real *buy* in your frozen fish packs. Just drop us a line today; there is no obligation.

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For the Frozen Food Industry
Ascorbic Acid,
Ascorbic-Citric Mixtures

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For the Dairy Industry
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For the Milling Industry
Bi-Cap® Enrichment Concentrates

For the Baking Industry
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Cream of Tartar

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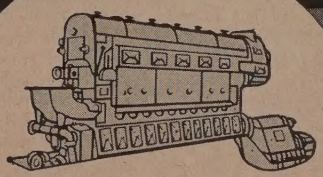
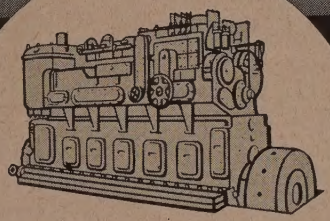
DEPENDABLE, ECONOMICAL MODERN MARINE POWER...

The More You Need...
FAIRBANKS-MORSE!

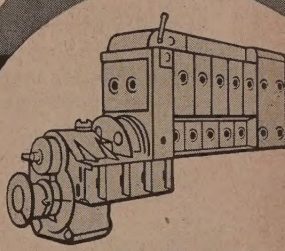
A proved diesel engine for every marine propulsion and generating service...



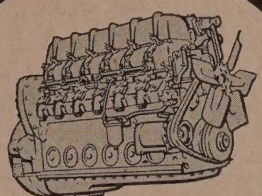
MODEL 38: Opposed-Piston engine: 640 to 1920 hp. with reduction gears for marine service.



MODEL 37: 500 to 2125 hp. for direct drive marine service.

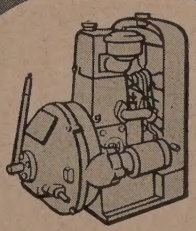


MODEL 31: 175 to 500 h with 2 to 1 reduction gea optional for marine servic



MODEL 49: 20 to 150 hp. engine for propulsion or auxiliary service. Reduction gears available.

Convenient, reliable sales, service and repair facilities.
Fairbanks, Morse & Co., Chicago 5, Ill.



MODEL 45B: 5¼ and 10½ hp. engine for propulsion and generating service.

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a name worth remembering

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • ELECTRICAL MACHINERY • PUMPS • SCALES • RAIL CARS • MAGNETOS • FARM MACHINERY

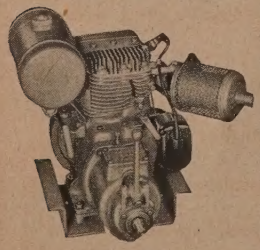
This is What They Say...

"TROLLING at 2 KNOTS ALL DAY LONG *Doesn't Heat Up My* WISCONSIN *Air-Cooled* INBOARD!"

The 7½ hp. single-cylinder model, with electric starting, powers Col. E. M. Dixon's 16½ foot skiff.

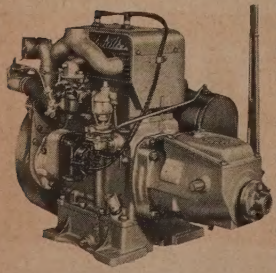
Another user sold on Wisconsin Heavy-Duty Air-Cooled Inboards . . . Col. E. M. Dixon, Jensen Beach, Florida. He says:

"My Wisconsin at 2000 rpm drives this boat at 9 knots. At fishing grounds I troll all day at 2 or 2½ knots with no worries about excess heating or vibration. And this engine has been in almost daily use for over a year. No other engine in this horsepower range equals its dependability and economy of operation."



4 to 5.8 hp. single-cylinder types.

You'll prove that all these features and *more* are yours on your first jaunt! Your Wisconsin starts *fast*, then swiftly leaves traffic and docks far behind because of eager, jackrabbit power. Spot sunken logs or hazards dead ahead, and you slow down, stop or reverse *fast*, too, through "auto-type" shifting that shifts you out of trouble. Cooling also is a "breeze" when your inboard cools by air alone and there's no messy, expensive mixing of oil and fuel. All Wisconsins are economy-wise 4-cycle types.



13 hp. 2-cylinder model.

Four models . . . 4-cycle 4, 5.8 & 7½ hp. single-cylinder & 13 hp. 2-cylinder types. Write for bulletin S-116 and name of nearest dealer.

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World's Largest Builders of Heavy-Duty Air-Cooled Engines

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Adams Netting Pays Dividends in

PEAK LOADS!

Actual field tests have proven ADAMS BEST NETTING stands up under the heaviest loads. Only the finest raw materials and latest methods of manufacture are used in order to protect your investment in netting. Adams Netting Pays Dividends because they securely hold profitable peak loads until they are safely in your boat. Whether a great lakes or Ocean fisherman, Adam's distributors can supply you with the best type netting for your particular need. See him today and ask for ADAMS BEST NETTING.

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SEASIDE SUPPLY STORES, INC., San Pedro, Calif.

1,300,000 miles

without lubrication trouble!

"Our fleet of diesel trucks and trailers haul paper products all over Northern California," explains M. E. Snyder, Vice-President, Seaboard Transportation Co., Antioch, Calif. "In addition to long, tough highway hauls, these units make frequent short runs and city deliveries."

"Last year, we started using Tydol HD S-1 in all our diesels. A close check of 15 units that have since traveled a total of more than 1,300,000 miles reveals not a *single instance* of lubrication trouble. Teardowns show little or no evidence of sludge. Those big engines now stay *cleaner* than most gasoline engines!"

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Light truck or mammoth diesel engines — they all thrive on Tydol HD. This remarkable high detergency oil and its companions—Tydol HD S-1 and S-2 — keep engines cleaner than any other oil... put a stop to corrosive action that causes costly wear.

Extra rich in active detergents, Tydol HD whisks away gummy deposits from rings and valve stems. It doesn't give sludge a chance to clog oil ducts and screens, for Tydol HD holds sludge particles harmlessly in suspension. And they're gone with the oil, when the crankcase is drained.

Give Tydol HD a try and check results. See what you save when you switch to the oil that *cleans* as it *protects* as it *lubricates.*

3 GREAT HEAVY DUTY TYDOLS

100% paraffin base high V. I. motor oils scientifically compounded with selected additives.

TYDOL HD—High detergency

TYDOL HD S-1—Higher detergency

TYDOL HD S-2—Highest detergency

Ask your Associated Representative which Tydol HD meets your needs.

TYDOL HD MOTOR OIL

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Make Fishing Pay

Van Camp Sea Foods Tuna Clipper WHITE STAR is Cutless Equipped

Soft Rubber Water Lubricated

Increase your profits through savings. Savings made possible only by Cutless bearings — the soft rubber, water-lubricated bearing that outlasts all other bearings 15 to 1. Longer bearing life cuts drydock time and expense — less shaft wear, too. Lower operating costs means more profits for you.

Large west coast stocks popular sizes. Factory stocks to 10-inch shaft size available overnight by air.

See your ship repair yard, marine supplier or write to —

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Engineers and National Distributors

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BAKER...FIRST with the fleet's FINEST!

The BAKER-Refrigerated Tuna Clipper "Favorite".

The finest of the Pacific's tuna clippers are choosing Baker refrigeration in ever increasing numbers.

Carrying the refrigeration load in the new 105-foot tuna clipper "Favorite" are three Compressors.

This fine fishing vessel was built this year for Antonio Rosa and Associates of San Diego by the Puget Sound Boat Building Co., Tacoma.

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With
cordial
Christmas
Greetings and
Best Wishes
for Happiness and
Prosperity
during the
coming year

The Fish Net & Twine Company

JERSEY CITY, NEW JERSEY

WIRE ROPE

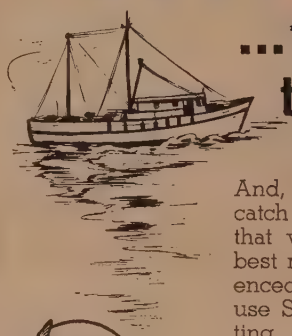
You'll get top dependability and save money with ROEBLING ropes

YOU'LL FIND IT PAYS to specify Roebling Wire Rope for standing rigging, trawler lines and every other marine requirement. Roebling has always been the best-known maker of wire rope for the fishing fleets. Every step in making the steel and in drawing and stranding the wire is precision-controlled to assure you rope that lasts longer and costs less in service.

There's a complete line of Roebling Wire Rope. Have your Roebling Field Man recommend the *right* ropes for top efficiency and economy. Write or call him at your nearest Roebling branch office. John A. Roebling's Sons Company -San Francisco-Los Angeles-Seattle.

ROEBLING

STARR NETTING



...the shortcut to the BIG CATCH

The bigger the catch, the bigger the profits for you. And, one sure way to keep your catch "big" is to use the netting that will always give you the best results. That's why experienced fishermen demand and use STARR Gill and Seine netting.

NYLON NETTING AVAILABLE IN A WIDE VARIETY OF SIZES.

STARR NETTING — STAR PERFORMANCE

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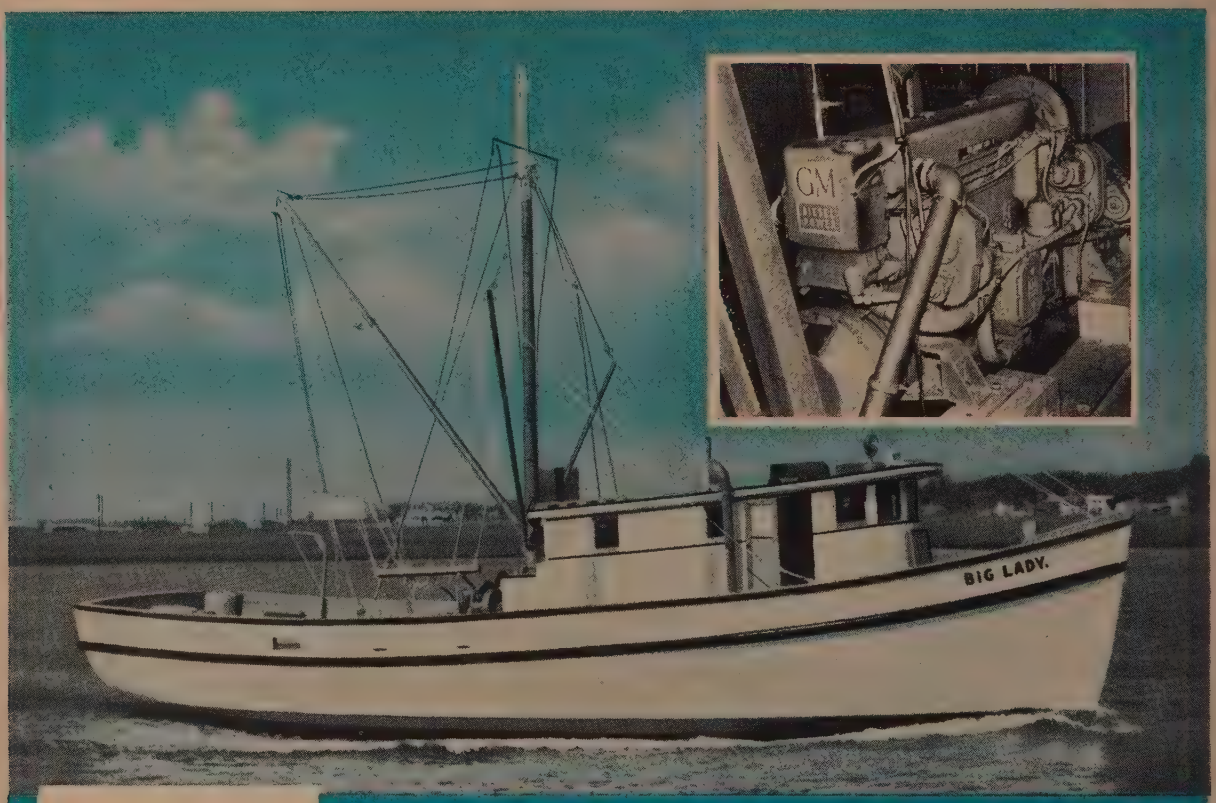

General Motors new 6-110 Diesel with GM hydraulic reverse gear, powers this 60-foot shrimp trawler, driving a 42" x 32" 4-blade propellor through 3:1 reduction gear.

"WALKS AWAY from the Others"

"Answer to the fisherman's prayer" is the way co-owner H. E. Williams describes the "Big Lady," which was one of the first Florida shrimp trawlers to be powered with the General Motors 6-110 Diesel.

"Towing nets, the engine only turns at 1000 r.p.m. and really walks away from the other boats. She saves at least one hour and fifteen minutes on the 200-mile trip from Cape Canaveral area to our dock at Fernandina, Florida."

Owners Land and Williams report the 6-110 uses about 8 gallons of fuel per hour. In fact, fuel consumption compares very favorably with that of the GM 6-71 engine in their "Pink Lady."

Like all other GM Diesel engines, the 6-110 is 2-cycle and exceptionally compact for its horsepower (190 continuous S.H.P. @ 1600 r.p.m.). It starts at the push of a button, uses safe, low-cost fuel, and requires little attention. Ask your GM dealer to give you the full story of this great new GM Diesel engine.

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PACIFIC FISHERMAN December 1951

CONCORD and CONSERVATION

Seeking These Ends, Conference In Tokyo Will Shape the Future Of Fisheries for Generations.

Future of the Pacific fisheries for generations is being shaped and influenced by negotiations in progress in Tokyo as this last issue of PACIFIC FISHERMAN for 1951 passes to the press.

Just 10 years ago this month war exploded upon the Pacific.

Now our delegates sit down with those of Canada and Japan in the Japanese capital and discuss in amity a plan under which these nations can fish the rich resources of the Pacific in peace.

From the hour of the Japanese surrender, thinking men of the American fisheries have known that some day there would come a time for the shaping of new principles which would set the pattern for harvesting the ocean resources of the Pacific.

This is that hour.

The fisheries treaty conference convened in Tokyo Nov. 5 with representatives of the United States, Canada and Japan engrossed with the problem.

Subsequently each country presented to the convention a generalized outline of its concept of approach to the problem. While details of these plans had not been made available at presstime, it is believed that in the main they contemplate establishment of a commission representative of the three nations and empowered to study the development, use and conservation of high seas fisheries with a view to:

1. Maintaining their productivity in accord with the principles of sustained yield;

2. Elimination of sources of friction between the fishermen of the three countries which might cause difficulties and create international problems.

It is believed that the countries would expect, in order to facilitate the commission's activities in the interests of concord and conservation, to waive certain of their rights to participation in ocean fisheries which have been developed and protected by other parties to the deliberations.

Coincident with the opening of the fisheries treaty negotiations, the Japanese government took steps voluntarily to eliminate one source of friction, announcing that it was placing frozen tuna among goods requiring export licenses, and saying it had obtained evidence that frozen tuna was being exported at unreasonably low prices, according to press reports.

The American delegation is headed by Dr. William C. Herrington, special assistant to the undersecretary, United States Department of States; with Milton C. James, assistant director, U. S. Fish and Wildlife Service, as alternate; and Warren F. Looney of the Department of State as member.

Advisors to the delegation are:

Edward W. Allen, Seattle, International Fisheries Commission; vice president, Pacific Fisheries Conference;

Milton E. Brooding, San Francisco, chairman executive committee, Pacific Fisheries Conference;

Richard S. Croker, San Francisco, chief, California Bureau of Marine Fisheries;

Donald P. Loker, San Diego, executive committeeman, Pacific Fisheries Conference;

Harold E. Lokken, Seattle, executive committeeman, Pacific Fisheries Conference;

The Canadian delegate is the Hon. R. W. Mayhew, minister of fisheries, assisted by members as follows:

Stewart Bates, deputy minister of fisheries;

S. V. Ozere, legal advisor, department of fisheries;

John M. Buchanan, Vancouver, chairman, Fisheries Association of British Columbia;

Dr. John Lawson Hart, Nanaimo, Fisheries Research Board of Canada;

A. R. Menzies, Canadian department of external affairs.

In the Tokyo conference years of planning, of study, of earnest consideration come into focus. A North Pacific fisheries treaty which would encourage peaceful development of ocean resources, and their protection under principles of sustained and perpetual yield, from the beginning was the primary objective of the Pacific Fisheries Conference, conceived by Miller Freeman, publisher of PACIFIC FISHERMAN, in January, 1946, and guided by him since.

First and essential step was to develop in the Department of State comprehension of the importance of the problem, to the future food supply of the world, and to the cause of peace in the Pacific.

With creation of a special assistant for fisheries in the office of the Undersecretary of State, the long process of developing this position in the thinking of the Department went forward under Dr. W. M. Chapman and later Dr. William C. Harrington.

Progress was slow, but consistent, and came at last this month to the conference table. To reconcile all of the divergent views, in the State Department and, in the American industry, has been an involved and delicate problem.

Frequent changes of position and thinking have been necessary in order to maintain progress toward the goal. In the last days before the American delegation flew to Japan, the Southern California tuna industry reached a decision to request that tuna and sardines be excluded from consideration in the treaty.

Dr. W. M. Chapman, who for three years personally applied himself to the development of the State Department position, wrote Dr. Harrington, saying:

"While the Southern California industry wished to have tuna and sardines stricken from consideration, this in no way implied that the Southern California industry had any lessened interest in this treaty. On the contrary, we have the deepest and most sincere interest in seeing this treaty go forward."

Sardine Catch Barely Half of Last Fall's

Southern California sardine packers counted the catch to presstime and found barely half last season's take to even date. October of last season yielded 115,923 tons. This October the gross delivery was 74,366 tons. Packaed were 1,387,763 cases.

A lot of seiners began the Southern California season on October, 248 vessels, counting those delivering at Port Heuneme. Fishing out of Los Angeles-Long Beach harbors were 238 seiners, of which 131 belonged to the Fishermen's Cooperative Association of San Pedro; 13 were local independents and 94 were from nothern ports.

Altogether the fleets came into port 2,474 times, and there were 57 trips by small seiners during the light of the moon. At Hueneme there were 150 deliveries for 3,065 tons, while 470 tons was trucked to LA-LB canneries from delivery points along the coast, including San Diego.

The season began with the raw price set at $46, but the San Pedro Co-op had a clause in its contract with canneries that, if a total of 50,000 tons for its own fleet was not reached by October 25, the price would automatically advance to $50 per ton, beginning November 1. Although actually over 60,000 tons was brailed by that date, the Co-op vessels accounted for only slightly more than 39,000 tons, so the raise went into effect. This set the price pattern for the entire fleet.

From the packers' standpoint they were having to contend with lots of mixed loads; the oil yield was abnormally low for early season fish. With increasing evidence the catch would be greatly reduced for this season, packers put as little into the pits as possible, particularly whole fish.

However, the sardines were smaller than usual and cases packed seldom went beyond 15-16 to the ton. Oil yield varied from 15 to 18 gals.

Early in the new season the seiner *Linde* was lost, to be followed a couple of weeks later by the *Pacific*. Fire heavily damaged the 98' *Western Queen* and the equally large *Marsha Ann,* the former to the extent of $80,000. Both seiners were at Berth 73, San Pedro, when fire broke out on the *Western Queen;* then spread to the other.

Save-the-Sardines Program Sought

As a result of a request from the San Francisco Sardine Association for a sardine management plan, Seth Gordon, director of the Department of Fish & Game, has called an industry wide meeting in Monterey City Hall, December 12 and 13 to discuss such a plan.

A resolution passed by the Fish & Game Commission recently called for the meeting, saying in part:

"For several years last past the sardine industry in all of its phases has been and is now threatened with collapse because of an increasing scarcity of fish. This Commission is charged by statute with power to control only a segment of the said industry.

"It appears to this Commission that remedial legislation designed to control the sardine industry in its entirety must be adopted in the immediate future in order to bring about the economic utilization of the sardine fishery in all its ramifications.

"All persons engaged in the sardine packing and reduction industries, together with those engaged in commercial and sport fishing, are respectfully requesetd to present to the Department of Fish and Game, a proposal or proposals for such remedial statute to be enacted either through the process of the initiative or by act of the Legislature.

"Further, the Director of the Department of Fish and Game is also requested to propose remedial legislation to the same effect, and to hold a hearing to consider the various proposals to the end that agreement among all concerned may be had."

Elton Jones Appointed To Sockeye Commission

Elton C. Jones, a Seattle lawyer who had been actively connected with the management of political campaigns of Congressman Hugh C. Mitchell of Washington, this fall was appointed a member of the International Pacific Salmon Fisheries Commission.

He succeeds Edward W. Allen, who had served on the commission since its inception in 1937, and who had been largely instrumental in guiding its policies in line with the principles of international scientific approach to fishery problems first established by the International Fisheries Commission, of which he is also a member. Mr. Allen's resignation from the commission had been on file for many months.

The American salmon industry concerned with the Fraser River Sockeye fishery controlled by the commission had sought the appointment of a man of independent and objective view, acquainted with all aspects of the fisheries and the principles of scientific conservation.

H. E. "Lefty" Burke, secretary of the Western Fisheries Co., Parks Canning Co., etc., Seattle, has been spending a couple of months on an eastern trip, visiting relatives and traveling among points of interest, expecting to return before Christmas.

Tuna Fishing Resumption Forecast For January

Southern California tuna fleets were showing some signs of returning to high seas fishing last month; and there were indications of pretty general sailings in January. Van Camp Sea Food Co. issued sailing orders to its entire fleet on a rotating schedule that will see all at sea by January 25.

French Sardine Company had a number of hook-and-liners at sea on November 1, but at that time was reluctant to issue further sailing orders. Westgate-Sun Harbor Company was holding all its clippers in; and few orders were being given to vessels of other canneries.

During October, Southern California received a total of 9,116 tons, and processed 386,249 cases. Last October the industry flumed 12,206 tons; canned 528,465 cases. Of October's total, San Diego received 6,910 tons; Los Angeles-Long Beach, 2,206.

By November 1 there were 39 clippers in San Diego harbor waiting to unload and representing 7,002 tons. For sailings issued to November 15, an additional 7,500 tons were estimated to arrive before December 31. The combined total would mean 550,000 cases.

If correct, this would mean Southern California would end 1951 around 750,000 cases behind 1950. To November 1 the fleets had delivered 157,775 tons, against 167,610 last year; and canneries had packed 6,729,342 cases, against 7,089,417 in 1950. Total pack for that year was 8,029,507 cases. Last year's total tonnage was 191,471.

Very few frozen imports arrived in October, and not much more was anticipated for the balance of the year. Los Angeles harbor received 107 tons, Yellowfin, from Panama (probably American-caught fish); and 81 tons, Skipjack, from Japan.

The local Albacore season was over. Packers were giving no sailing orders to Longfin boats by November 1. The Albacore catch for October was a combined 966 tons.

New sailing orders to the fleets included instructions to bring in no Skipjack. If any came, not only was no price guaranteed, but packers would give no promise to unload the Skipjack.

Fish Dealers Form Northwest Association

Formation of the Northwest Fisheries Association, composed of wholesale fish dealers, was consummated late in November. The organization succeeds the former Seattle Fish Exchange, Inc., with broadened geographical base and more generalized functions.

For the present membership is drawn from the Puget Sound and Grays Harbor fish-handling centers; but later the organization may be extended to the Columbia River. Meetings are planned monthly, on the first Tuesday.

Jack Caston of Whiz Fish Products, Inc., was elected president; with E. A. Ruthford of San Juan Fishing & Packing Co. as vice president; Harlan Gorham, Oxenberg Bros., secretary; and Palmer Olson, New England Fish Co., treasurer.

Charles R. Pollock has been chosen executive secretary, with offices at 4 Ferry Dock, Seattle.

Pioneer fisherman **Lorenzo Lograsso** of San Pedro died Nov. 6 at the age of 68. A native of Italy, Mr. Lograsso came to San Pedro 45 years ago. He is survived by his wife, Frances, and five sons, Tony, Dominic, Victor, Joe and Sam, and seven daughters.

Fall Salmon Packs Light

Comparatively small amounts of canned salmon were added to the pack as result of fall fishing operations.

British Columbia and Puget Sound, sources of the principal fall packs in both the canned and frozen categories, produced far below normal. This was particularly true in contrast with 1950, when British Columbia had the largest Chum salmon run in history and large quantities were shipped to Puget Sound for canning.

The Alaska fall season—barely a week long—found a lot of fish available, but the quality was low and only a small portion of the available run was utilized. Fishermen had a hard time finding markets for fish of that quality, and refrigerated shipments sent to Puget Sound for packing were not well received.

After breezing away a month of the season while they argued about price, the Puget Sound packers and seiners finally got together—on the fishermen's terms, 14¢ per lb. for Chums, on the fishing grounds, with the packers paying pick-up and delivery costs. This was the same figure as was paid in 1950, when the market for canned Chums was substantially higher than prevailed this fall.

However, the settlement was not made until much of the season was gone, and not until at least half of the boats had stripped their seines for the year. Furthermore, it was evident even in advance of the settlement that the run was light.

Combination of a late start, a light run, a sharply limited seine fleet, and active freezer demand held down the volume of Chum canning to insignificant volume.

Coastal areas produced some minor quantities of Chums during the fall season, but not in volume above normal.

SUB-SURFACE TUNA STOCKS—

Do WE Have Them Also?

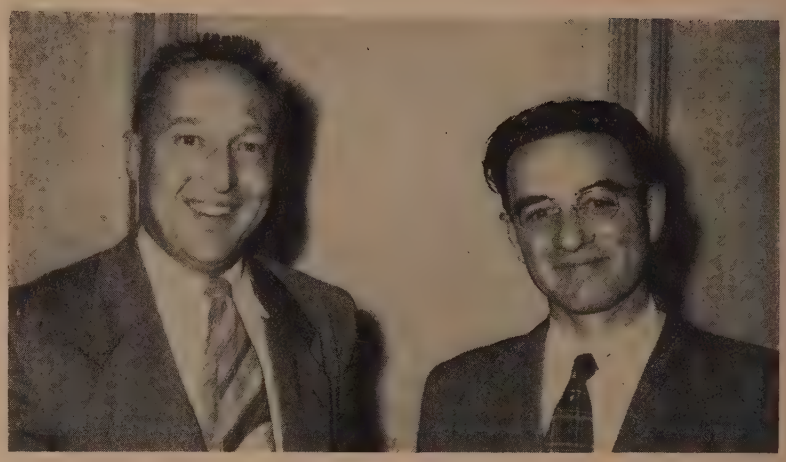
"We know there are big stocks of BIG TUNA in mid-Pacific at sub-surface levels.

"Do *we* have them also in the American coastal fishery?"

This is one of the primary questions facing the research staff of the Inter-American Tropical Tuna Commission, its director, Dr. M. B. Schaefer told the Pacific Marine Fisheries Commission.

He explained that the Japanese and Hawaiians have demonstrated definitely the presence at depth of stocks of tuna which apparently never appear on the surface, feeding—and perhaps breeding — at the levels where the longlines find them.

Whether or not such populations exist in the waters from which the American clippers and seiners draw their catches has never been demonstrated—and may be of the utmost importance economically as a source of fish, and biologically as effecting measurement of abundance.



Dr. M. B. Schaefer, director of investigations, and Gordon Sloan, commissioner, of the Inter-American Tropical Tuna Commission, photographed at the meeting of the Pacific Marine Fisheries Commission addressed by Dr. Schaefer.

Bait Fish Research Important

Immediate objectives of the tuna commission's research involve studies of the life history of the bait species, which are particularly important as essential to clipper fishing, and also as they influence the fishery's international relations.

Another prime point of research seeks a means of measuring the tuna catch in units of effort—both bait fishing and seining—in the various areas of the fishery. Currently the catch comes about 80% from clippers and 20% from nets.

Dr. Schaefer said the tuna research was being initiated at a particularly favorable time, when a great fishery is still in a process of development and growth; rather that at a period of depletion as decline, as has usually been the case.

He pointed out, however, that the great growth of tuna production during the years from 1948 through 1950 had been primarily in the volume of Skipjack landed, the yield of Yellowfin having virtually stood still, despite large increase in the long-range fleet.

This two-species character of the tropical tuna fishery adds greatly to the complexity of the problem. Other complicating factors are the present lack of a reliable means of measuring age and rate-of-growth; and no certain knowledge as to whether the tropical tunas are all members of one great population, or whether several races are involved.

Albacore Age Determination

In the general discussion of Albacore tuna at the Portland meeting of the Pacific Marine Fisheries Commission addressed by Dr. Schaefer, the Oregon biologists reported a reasonables degree of success in Albacore age determinations by means of scale readings. These are interpreted as indicating that the fish taken along the American coast are 4 and 5 years of age, and have not reached spawning maturity.

Sardine Canners Pull Pack Off Market

Observers reported last month that the California canned sardine market was moderately active. Although there was no grand rush, some business where commitments were being covered.

Practically all sardine canners had withdrawn from the market temporarily, which had a strenghtening effect on the squid and mackerel market. It was stated that most canners had ceiling prices in mind. It was also reported that most canners had come to the belief that November would see the end of any worthwhile catches this season.

Early in November sardines in ovals, tomato sauce were selling for around $7.00, with talls at $5. But it was said that most packers had in mind ceiling prices of $8 and $6 for these items.

Seine Catch 82% Of Puget Salmon

Purse seiners caught 82.6% of the Puget Sound take of salmon of all species to Nov. 1, according to data released by Robert J. Schoettler, Washington director of fisheries.

Best producing areas were the salmon banks, off San Juan island's southwest shore, and Point Roberts. Out of a total catch of 6,846,000 fish of all species, the former yielded 2,168,000, and the latter 2,281,000 through October.

By gear, purse seiners accounted for 5,656,000 fish, including 4,340,000 pinks and 919,000 sockeye; gillnetters for 635,500 fish, including 392,000 pinks and 177,000 sockeye; reefnetters for 448,500, including 245,000 pinks and 181,000 sockeye; and other gear, including drag seines and Indian traps, for 106,000 fish.

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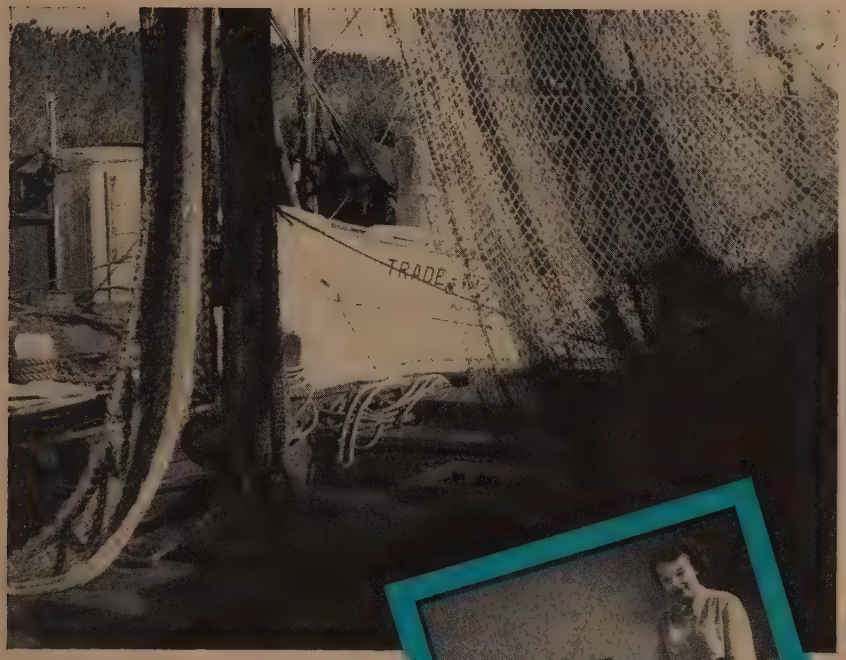

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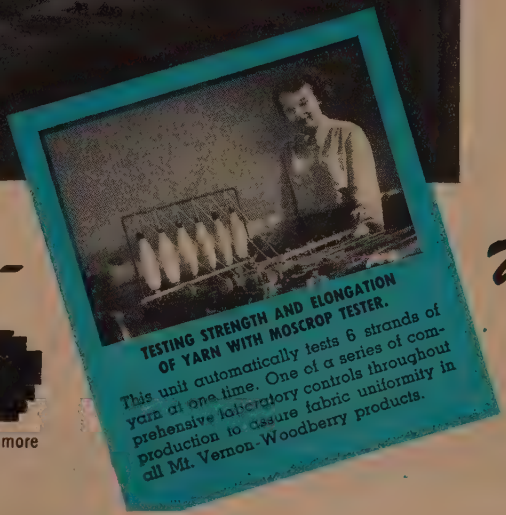
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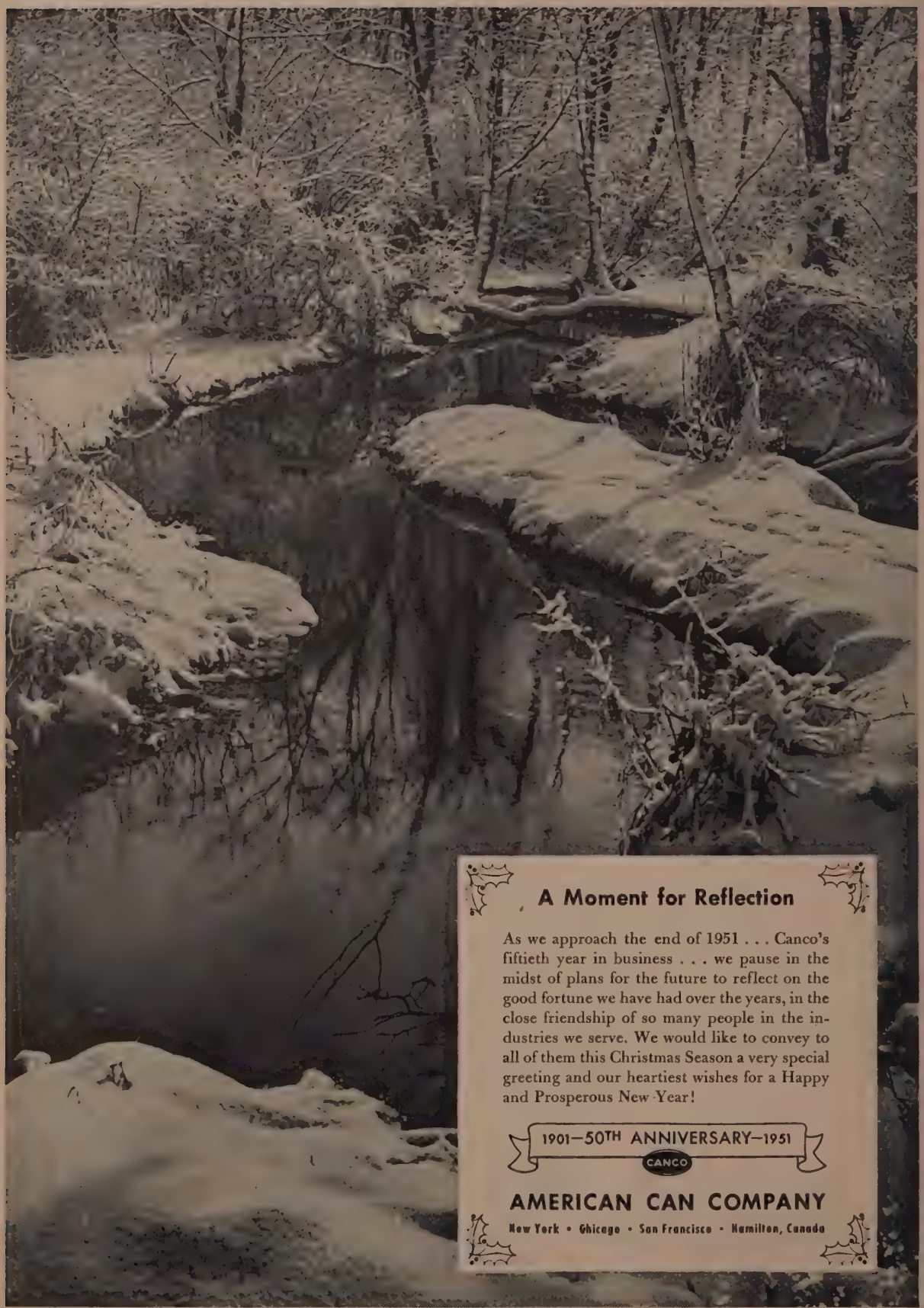
A Moment for Reflection
As we approach the end of 1951 . . . Canco's fiftieth year in business . . . we pause in the midst of plans for the future to reflect on the good fortune we have had over the years, in the close friendship of so many people in the industries we serve. We would like to convey to all of them this Christmas Season a very special greeting and our heartiest wishes for a Happy and Prosperous New Year!
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REGULATIONS PREVIEW

The operating end of the salmon industry got its innings at the U. S. Fish and Wildlife Service proposals for 1952 Alaska fishery regulations at a series of November meetings in Seattle.

Alaskans had the final say in Juneau November 15, with a substantial body of packer opinion represented there also.

Detached veterans of numerous Alaska regulations hearings felt that the Seattle sessions generally were marked by a more thoughtful and constructive attitude than usual—which could probably be attributed to the new policy of announcing contemplated changes in advance of the hearings, permitting the fishermen and operators to come to the hearings prepared with considered opinions.

The hearings were conducted by a Fish and Wildlife Service board consisting of: Seton Thompson, chief, Alaska Branch; Clarence Rhode, Alaska regional director; C. Howard Baltzo, assistant regional director; Richard Shuman, Alaska fishery management supervisor.

Four Proposals Brought Under Sharp Fire

Four of the federal proposals came under the sharpest fire at the Seattle sessions. These were:

1. Reduction of Bristol Bay gillnets from 150 to 100 fathoms.
2. Sept. 15-20 fall season in Southeast Alaska.
3. A quota system for Red salmon catches on Cook Inlet.
4. A general regulation requiring a large opening in the leads of traps, as well as in the hearts, during closed periods.

The general regulation forbidding "personal use" fishing with commercial gear within 48 hours of any open fishing period was generally approved, although at Seattle it was suggested that the period of suspension should be one week, rather than 48 hours.

Proposal to require an opening in the *lead* as well as in the heart of salmon traps during closed periods was also attacked vigorously by the operators on the grounds that it was impossible to provide such an opening with any certainty that it could be operated in stress of weather and tide and, more importantly, that the operation would be a hazardous undertaking, extremely dangerous to the watchmen required to perform it.

Trap Lead Opening Condemned As Perilous

This proposal was brought under sharp fire by operators from other districts also, who criticized it on grounds of:

1. Impracticability.
2. Dangerous to life.
3. Illogical.
4. That it was proposed only in answer to uninvestigated complaint, and without actual investigation and knowledge on the part of the Service.

Numerous persons with long trap experience spoke in this connection, A. W. Brindle of the Wards Cove Packing Co. in particular pointing out that it was illogical to suppose that fish would enter the trap from the lead in an open period and then school on the lead on Sunday. "If the fish hang on the lead, it isn't a trap," he said.

Service officials were frank to say that the proposed lead-opening regulation came in response to complaints from Cook Inlet, Mr. Rhode saying: "We have had many complaints that leads under the present regulations do not permit free passage of fish in closed seasons; but we do not have knowledge of the importance of the matter."

It was on this point of lack of knowledge of the facts that several persons objected to the atcion, urging that no such dangerous requirement be put in the regulations without full study and demonstrated need.

Attack Early Fall Season as Destructive of Pinks

Unprecedented proposal of the Fish and Wildlife Service for a September fall fishing season in Southeast Alaska, from Sept. 15-20 came under heavy fire from the industry's operators at the Seattle hearings in November.

They pointed out that such a season —designed to permit the taking of fall Chums—actually would take a heavy toll of the late runs of Pinks, which would not have gotten above the fishery by that period.

Service representative announced intention to modify the original proposal to limit this early fall season to fishing in four areas in which Chums dominate at this period—but this concession did not fully satisfy the operators, who contended that it would result in destruction of Pinks vitally needed for seeding.

Early Fall Season Held Hard on Pinks

Reason for the September season proposal was given by Clarence Rhode, regional director: "We propose the early fall season because of the poor quality of the 1951 Chums in the October season."

That an early opening would produce fish of better quality was denied by several operators, who testified that quality of Chums normally improves after Otober 1.

Operators testified that substantial quantities of Pinks are taken during the fall season, even when it opens much later than the Sept. 15 proposal. James B. Davis estimated that Pinks may comprise as much as 70% of the catch of the fall season, and said that these fish usually are "dumped" by the seiners because of poor quality.

A. W. Brindle said that Pinks comprised approximately 35% of the catch at the opening of the 1951 fall season Oct. 1.

Supporting their contention, Leon Verhoven, Southeast Alaska project leader for the Fisheries Research Institute, submitted data from F.R.I. stream surveys which showed that in the 39 Ketchikan district surveys 26 Pink escapement peaks occurred after Sept. 15, and 11 from Sept. 15 to 20. Of 33 Wrangell and Eastern district stream counts, 22 peaked after September 15 and 5 between Sept. 15-20. On the West Coast, of 31 Pink escapements checked, 19 peaked after Sept. 15 and 7 from Sept. 15 to 20. Ten surveys in the Icy Strait and Western districts showed 3 peaks after Sept. 15 and 2 from Sept. 15 to 20.

Pre-Pink Season For Reds Sought

Jack Tenneson, acting as spokesman for the northern section of Southeast Alaska, submitted recommendation for a season in that district running from July 25 to August 26.

Operators in the Southern section of Southeast Alaska argued strongly for differential opening there, with distinct seasons for the four southern administrative districts. Thus, they advised a season from Aug. 1 to Aug. 31 for the Southern, Summer and the east and southeast part of Clarence Strait.

On the West Coast, and the remainder of Clarence Strait they proposed a season from Aug. 8 to Sept. 8.

Operators of both sections of Southeast Alaska joined in proposing an early season, from June 25 to July 8, in order to permit utilization of the early runs of Reds and Chums which are known to have built up to substantial proportions during the years of late-openings designed to rehabilitate the July Pink run.

They contended in this connection that even the earliest Pinks would not be taken by operations during this period.

Native Canners Agree

Native community canneries in Southeast Alaska are in general agreement with other operators on 1951 regulatory proposals, according to testimony by H. C. Scudder of the Alaska Native Service.

He said that they considered the provision for opening trap leads impractical; that it was doubtful if it would have any benefit from the standpoint of conservation; and that it would imperil human life.

Another point on which all operators were in agreement was that the Service permit the 1951 opening of the Mainland coast in the Frederick Sound-Stevens Passage section to continue.

Uniform Season Policy

The F.A.W.S. board gave no indication that it would take a favorable attitude toward the proposal for differential opening of the Southeast Alaska fishing season as asked by the operators. However, a remark by Mr. Baltzo might be taken as a hint to their thinking. He said:

"There were excellent escapements throughout Southeast Alaska this year, and we may consider that the odd-year Pink cycle is in good condition. Next year we'll have to do something about the problem of a uniform season before we come to 1953."

F.A.W.S. Holds Cut in Gear or Season Only Alternatives on Bristol Bay

Proposal of the Fish and Wildlife Service to cut Bristol Bay gillnets from 150 to 100 fathoms brought sharp attack at the Service's Seattle hearing on the regulations, operators contending this would not produce the desired reduction in fishing pressure, but actually might increase it.

They argued that reduction in length of nets would force *more* boats into operation; and that an increased number of boats fishing the smaller nets would take a larger number of fish.

The Service proposal was offered in anticipation of further increase in fishing pressure on The Bay as result of expected entry of further freezerships. George Hull, representative of a couple of the freezers, said it was expected that there would be three additional freezrships in the area in 1952, each with about 10 boats.

Operators also objected to extension of the 84-hour weekly closure to the 1952 season; and doubted the justification for cutting setnets from 50 to 35 fathoms.

The industry proposed a regulation designed to prevent the growing tendency to stagger the location of set nets in such a manner as to make them extend out from shore to navigable channels.

Warning that the only alternative to an effective limitation of gear fish would be further shortening of the fishing season was voiced both by Seton Thompson, Alaska branch chief, and Clarence Rhode, Alaska regional director.

F.A.W.S. Takes Dim View Of 1952 Prospects

A surprising disclosure at the Seattle hearing was the pessimistic view taken by the Service official with respect to the 1952 run on Bristol Bay. Richard Shuman, management supervisor said: "We are not at all optimistic about 1952. The 1947 escapements were not much better than those of 1946, save on the Naknek-Kvichak. *We do not expect an appreciably better run in 1952 than that of 1951, on the basis of our data.*" (Emphasis supplied by editor.)

Howard Baltzo, assistant regional director, supplied the information that the F.A.W.S. is inclining to the belief that many of the Bristol Bay Reds actually are 6-year fish, rather than 5-year; and said only in this way could they account for the Ugashik failure of 1951.

The Service proposes to prohibit all commercial fishing in the Kuskokwim, whose salmon are considered more valuable when used by local residents than if caught for market.

It is planned also to extend the Yukon-Kotzebue season (now closing July 31) through the entire month of August, to make possible a little local Coho fishing for salting for local use.

Data on Escapements and Returns Challenge Kodiak Island Closures

Challenging the F.A.W.S. proposal for five-year closures of the Red River and Alitak fisheries of Kodiak Island, 12 operators of that district in November raised the whole question of: What is Optimum Escapement? and submitted astonishing data refuting the Service's thesis of defeat and disaster.

Presenting the packers' statement, Steele Culbertson of the Alaska Salmon Industry, Inc., said that on the Red River "escapements of less than 150,000 and from 150,000 to 200,000 have consistently produced larger returns than those produced from large escapements. Of three very large escapements, only one produced a return as large as the escapement itself."

He cited that the 700,000 escapement of 1932 produced 543,000 in 1937, and that *an escapement of 1,159,000 salmon in 1934 produced only 357,000 in 1939.*

It was contended that the data "does not show any evidence that the drastic curtailment proposed for Red River is called for, nor that it would be in the best interest of management or conservation."

Turning to Alitak, Mr. Culbertson presented figures showing that:

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Trawler Comet—The new 106′ steel trawler Comet —Capt. Paddy Eustis, skipper.

In two recent landings at Gloucester the steel trawler *Comet* brought in 210,000 pounds and 230,000 pounds respectively for her owner, the U. S. Shipbuilding Corporation, in whose yards she was built.

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1. *In average percentage return* the smaller escapements had produced the best runs; and

2. *Best runs numerically* were produced by the medium-sized escapements.

Figures supporting these contentions were presented as follows:

Average Escapement	*No. Years Involved*	*Average Run Produced*	*Ratio, Return to Escapement*
253,000	5	690,000	3.66:1
356,000	8	764,000	2.14:1
450,000	4	767,000	1.70:1
642,000	5	397,000	0.62:1

Readily acknowledging that, should the run fail to develop in 1952, additional closure should be applied during the season, the packers' statement says:

"Closure of the area and denial of the use of fish in excess of spawning requirements would not be good management and would serve no useful purpose to conservation."

The packers agreed that delay of the Karluk opening to June 16 is a constructive step, but urged that a late season, July 31 to Aug. 13, be provided both at Karluk and Red River in order to take a portion of the expected heavy run of Pinks.

The packers' argument and data set out above evidently had telling effect, for Richard Shuman, Alaska fishery management supervisor said: "You've got a good point. I'm willing to drop the closure of Red River, but I'm still in doubt as to Alitak. In any case, I can assure you we are quite favorably inclined toward your position."

Drift Gillnetting Curtailed Under New "Exclusion" Policy of F.A.W.S.

Faced with a critical situation as result of the rapid build-up of fishing pressure on a resource which it considers already fully exploited, the U. S. Fish and Wildlife Service has adopted a policy of excluding fishing gear not already established in an area.

This was freely admitted at the Seattle hearings on Alaska fishery regulations by C. Howard Baltzo, assistant regional director.

Unable under the present law to limit the units of gear fished, or the transfer of gear from one area to another, the Service admittedly is moving to prevent introduction of forms of gear not already established in areas which it considers fully exploited.

This form of limitation, which the Service denied was "discrimination," is being applied in addition to restriction of the size of units of gear and the open fishing seasons in an effort to prevent excessive fishing pressure.

Drift gillnets are the form of gear to suffer principally from this policy of exclusion. Most sweeping proposed application of the policy would forbid drift gillnet fishing anywhere in the Kodiak Island district. Similar prohibition is proposed for Chignik; and for the South Peninsula district, save for a special late Coho season.

Operators Blame Staggered Seasons For Destructive Gear Concentrations

Timing and terms of open fishing periods proposed by the F.A.W.S. came under sharp fire at the Seattle hearings on 1952 regulations for the Copper River and Prince William Sound districts.

Operators took definite exception to the Service proposal for a weekly closure of 84 hours on Copper River, and to the Service premise that further increase in fishing pressure could be expected there next season. They contended that the discouraging results of 1951 fishing would limit the quantity of gear fished next year, and that the vagaries of weather in that area allows adequate escapement regardless of the number of boats fished by rendering their operation impossible during many days open to fishing.

The case was stated rather neatly: "With the increase in the amount of gear, . . . efficiency has been greatly reduced, which is reflected in the smaller catches made by the individual fishermen . . . The same number of fish are divided between many more fishermen, the fishermen being the losers and not the fish."

Prince William Sound operators asked two changes: 1. Reduction of the 48-hour week-end closure to 36 hours, making it uniform with other Pink salmon districts.

2. Season to run until Aug. 16, instead of closing Aug. 7, as contemplated. In this connection it was argued that a late Pink run, peaking about Aug. 20, had developed in the Sound, and that some of it should be harvested.

Seton Thompson, Alaska Branch chief, contended that a season running to Aug. 16 would impair escapement to the eastern part of the Sound. He said it was felt that Prince William Sound should have an escapement of 1.5 million Pinks, and that estimates of the 1951 escapement were only .5 million.

On the matter of destructive gear concentrations, the Prince William Sound operators had this to say:

"We feel the main and primary cause of this condition rests solely on the shoulders of the Service. They have closed and shortened fishing time in one area, and opened nearby areas later. Consequently fishermen have had their seasons cut so drastically that they have had to look elsewhere for fish. Is it more natural than for them to flock more natural than for them to flock to a district that is open while they are closed down in their own?"

The heavy fire brought upon the 1952 Yakutat proposals at the hearing there brought announcement at Seattle that F.A.W.S. had abandoned its original program entirely.

Seasonal adjustments were made to protect several runs, and a 100,000-fish escapement of Red salmon was established as a requirement at the Situk weir.

The amended proposals had full agreement of the Yakutat representatives at the Seattle hearing.

Astoria Fisherman Drowns

Thor Gronbeck, 59, an Astoria fisherman, was drowned in Coos Bay this fall when he fell overboard from the fishing vessel *Glacier*, owned by Lloyd A. Tilson.

The four fishery administrators of the Pacific Coast—photographed together for the first time. Left to right, as they live from South to North—Richard S. Croker, chief, Bureau of Marine Fisheries, California Division of Fish and Game; Arnie J. Suomela, director, Oregon Department of Fisheries; Robert J. Shoettler, director, Washington Department of Fisheries; Clarence L. Anderson, director, Alaska Territorial Department of Fisheries.

Large-Mesh Cod Ends and Winter Trawl Closure Seen in the Making

Trawls with 5½" minimum mesh, and a mid-winter closed season, loom large in the future for Pacific Coast drag fishing.

This was made evident at the meeting of the Pacific Marine Fisheries Commission, held in Portland late this fall.

How soon may action along these lines be expected?

The biological staffs of the three states indicated that they would be ready to submit definite recommendations with respect to trawl fishing within a year, so it might not be too much to expect regulations somewhat along these lines to be put into effect during the spring of 1953.

Trawl Treaty Suggestion Gets Chilly Reception

On the other hand, proposals for placing Pacific Coast trawl fishing under an international commission—strongly advocated by the delegation from the Canadian industry — encountered the chilliest sort of a reception, chillier even than that which a year or so ago frosted the idea of internationalizing control over sablefishing.

Angus Neish of the United Fishermen & Allied Workers Union of British Columbia and Colin McKee of the Fishermen's Cooperative Association of B. C. were the pricipal advocates of treaty control of trawling, arguing:

1. Trawling is an "international" fishery, with nationals of one country fishing off the coast of another, and probably with stocks of fish migrating into the offshore waters of neighboring countries;
2. The bottom fish resource is threatened from overfishing;
3. No time should be lost in taking remedial measures to reverse this presumed depletion;
4. An international commission with authority over the trawl fishery would provide an effective unified program of management.

"Local Level" Held Best For Fishery Regulation

John C. Veatch of the Oregon Fish Commission voiced what seemed to be the consensus of the commission, as well as the majority opinion of the advisory board, saying:

"Once we know the facts as result of scientific research, the states and other governmental agencies can handle an ocean fishery such as trawling by means of regulation of landings.

"We should not seek to *force* regulation on the fishermen; but when we find the facts, *and make them understood,* then the several authorities of the Pacific Coast, acting independently but toward a common objective, can apply them effectively.

"Our efforts are most effective when applied at the local levels of government and industry.

Larger Mesh Nets Take Only Marketable Sizes

George Harry, Oregon biologist, reported that tagging showed comparatively little migration among the soles, with Petrale moving most, and Dover virtually not at all. Growth is quite slow, with males growing slower than females.

Studies at sea disclose that just under 50% of the average catch off the Oregon coast is discarded as unmarketable, either because of species or size. Of the principal soles, average percentages of discards *by number* of the several species are: Dover, 16%; Petrale, 27.4%; English, 29.9%. Discarded sole almost always are dead.

Oregon investigations included analysis of catches made with single-mesh cod ends of 120-thread twine in 3½, 4½ and 5½" mesh, stretched measure, including one knot.

Mr. Harry reported that the 5½" mesh catches almost no fish below the market size. Under questioning by Capt. George Moskovita, trawl master, he acknowledged that there was no data to indicate how much marketable fish might be lost through a 5½" cod end, and that as result there is

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now no way of knowing the extent to which such mesh would affect the size of the marketable catch.

An acknowledged disadvantage of the 5½" mesh was that Pacific Ocean Perch might gill badly in it.

Mr. Harry said that he felt the Oregon research *"points toward the desirability of larger mesh in the cod end," although he was not prepared to make recommendation as to details.*

Washington Trawlers Drag More to the North

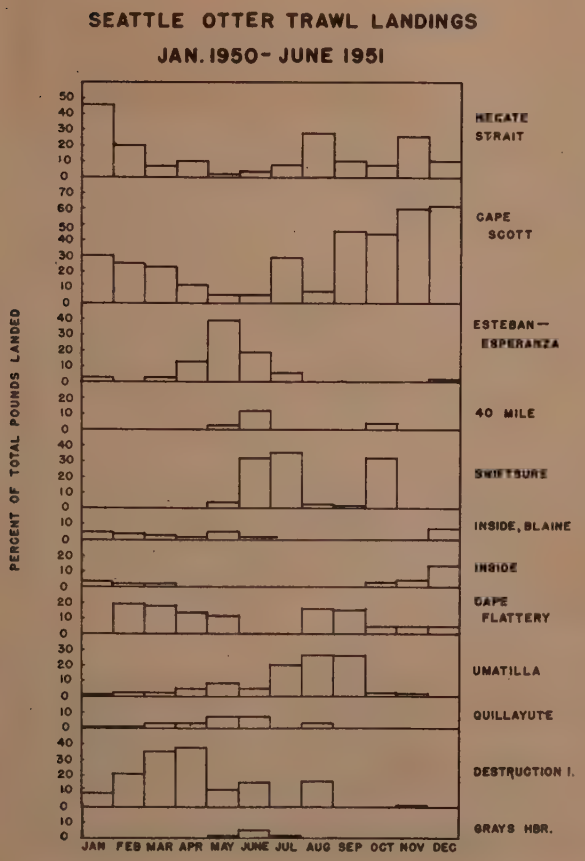
D. H. Fry, reporting for California, said that disagreement had arisen between the fillet plant workers and the trawler owners at Eureka over size of fish, the filleters refusing to handle fish under 14", while the vessel owners contended that fish 11" and over should be marketable.

California scientists have been seeking the cause of "milky" sole, and are making some progress identifying the causative agent — but without much hope of being able to do anything about it.

Washington trawlers more and more are fishing off the mid-B. C. coast, Ernest Salo told the commission, with 45% of the Puget Sound landings now coming from those waters, landed in only 36% of the trips.

He pointed also to the significance of the fact that within a few days preceding the meeting of the U. S. Fish and Wildlife Service vessel *John N. Cobb* had run her gear as deep as 500 fathoms, and had caught *large fish of marketable varieties* there.

Three big wheels in Pacific Northwest fish production: left to right, Floyd Wright, treasurer and production manager, Columbia River Packers Association, Inc.; Bert G. Johnston, manager, Fishermen's Cooperative Association, Seattle; Capt. George Moskovita, master trawler "Georgene M."



Accompanying graph shows the seasonal shifts in otter trawling operations out of Seattle during the year. Note how the late spring and mid-summer operations center largely in the vicinity of Cape Flattery, but how with the onset of autumn and through the winter the fleet does most of its fishing well up the coast of British Columbia, in the Cape Scott and Hecate Strait areas. Note that the graph includes data for the first six months of 1950 and 1951, but not for the last half of the current year. (Graph prepared by Washington Department of Fisheries biological staff, by which it was presented at the Pacific Marine Fisheries Commission meeting.)

No B.C. Depletion Noted Save In Petrale Sale

Canadian scientists reported that they consider the waters of Hecate Strait as comprising four distinct trawl grounds, which are fished but little by Canadian vessels.

Pointing further to the use of Canadian offshore waters by American vessels, they said that 82% of the trawl catch off the west coast of Vancouver Island is made by American boats. If rockfish, which the Canadians do not land, are eliminated, the percentage still remains 75% for the Americans.

No evidence of depletion has been found among the trawl fish landed in British Columbia save in the case of Petrale, where a steady decline has been manifest, with recent annual catches as follows in millions of pounds: 1948, 11.6; 1949, 6.9; 1950, 5.8; 1951, 3.7 (balance of year estimated).

Possibly related to reduction in the Petrale population is the fact that the numbers of rock sole in Hecate Strait are found to be "increasing enormously."

Dr. Thompson Returns

Dr. William F. Thompson returned in November from a trip to Europe for the purpose of addressing the International Council for Exploration of the Sea, one of the world's leading scientific societies. He described in two papers the biological attack and thinking which solved the problem of the Pacific halibut, and that which the Fisheries Research Institute is presently applying to the basic biology of the Alaska salmon.

Dr. Thompson is director of the institute, whose researches are endowed by voluntary contributions of the Alaska salmon industry.

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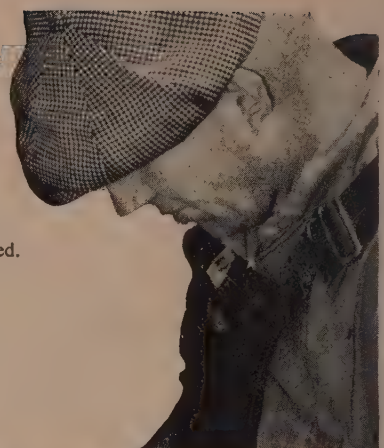

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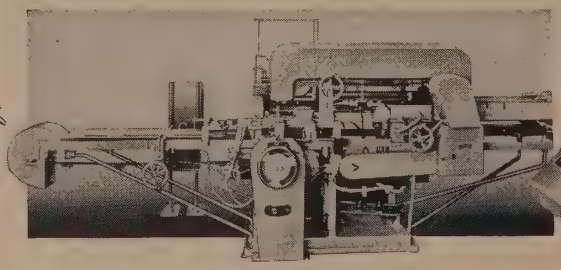

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PACIFIC Fisherman's NEWS

Capt. Joe Vilicich of San Pedro, who has been commanding the experimental purse seiner "John R. Manning" for the Pacific Oceanic Fishery Investigations in attempts to take mid-Pacific tuna by means of seining. Early attempts proved futile, the fish sounding out of the net before it could be closed, although an extra-deep linen seine was used. When a live-bait chumming vessel was used to hold the tuna school on the surface while the seiner closed its net Capt. Vilicich was successful in taking tuna with the "Manning".

Birthdays for Boys

Sons were the order of the day at Bishop Rowe Hospital when three Wrangell fishermen became proud fathers within three days.

On Oct. 8, Stephen Dale was born to Mrs. Jack Urata. He weighed in at seven pounds, one and a half ounces. On the same day, Richard Livingston, Jr., was born to Mrs. Richard Stokes, and topped the scales at eight pounds, fourteen ounces.

On Oct. 10, Douglas Van was born to Mrs. Odd Sundberg and weighed eight pounds, twelve and a half ounces.

Prison Terms for Trap Piracy

Ketchikan's first fish piracy case in many years ended recently with prison terms ranging from 18 to 27 months for the four defendants. The trial held attention generally as the first successful step in a newly-inaugurated campaign to eliminate "trap robbers."

A jury convicted the four defendants of two counts of larceny. Paul Kath, operator of the trap patrol boat *Zero,* hired by Pacific American Fisheries, Inc. to patrol its traps in Kah-Shakes cove, south of Ketchikan, was sentenced to 27 months in prison.

Testimony at the trial indicated that Kath had made arrangements with the four trap watchmen, two on each trap, to sell fish to the boat *Lumen,* owned by Thor Albrightson and carrying William O. Horn and Ernest Garner as crew members.

Albrightson, old-time fisherman who has a home at Friday Harbor and fishes out of Ketchikan, was sentenced to 21 months in prison.

Horn was sentenced to 19½ months and Garner to 18 months.

Three of the four trap watchmen a few days earlier had received terms of 18 months each, the sentences suspended because they had turned state's evidence and testified against the other four men. The three are Paul Schreiber, who lives in eastern Washington, Charles Peterson and Ernest Kohler of Ketchikan.

The fourth trap watchman, it turned out, was Leo Tomlinson, 25, of Tacoma, who had been hired by the Pinkerton Detective agency in June after that agency had been employed by the Alaska Salmon Industry, Inc. to attempt to eliminate the robbing of fish traps.

Panama Rules Strict On Bait Documents

Tuna clippers taking live bait in Panamanian waters must have on board "carnets" (Panamanian fishermen's passports) for each member on board at all times; and no excuse is acceptable for not having these.

All vessels should have a certified crew list and a "zarpe" issued by the Panama government also aboard. The zarpe and clearance is good only during the time in which the vessel has not touched a foreign port.

If for any reason, after securing the zarpe and leaving Panama, the tuna vessels touch at any South American, Central American or North American ports, it will be necessary to return to Panama to secure a new zarpe.

This indicates that a zarpe is good for only one trip when a vessel touches a foreign port and, it is reported, the Panama authorities are going to be strict in this matter.

The clipper *Intrepid* was arrested in Panamanian waters on September 28 and fined $3,000, for allegedly taking bait illegally.

All port captains, patrol boats, police launches and officials in every town on the west coast of Panama have been instructed to board all vessels and to examine documents. All clippers leaving Southern California must first come to Panama and secure a zarpe and certified crew list and have carnets for the crew members aboard.

Roseanna, Monterey purse seiner, fishing mackerel off Pt. Hueneme, suffered a broken crank-shaft and was towed into San Pedro for repairs. *Salvatore Ferrante* is skipper of *Roseanna.*

Sal Drago, Monterey, has purchased a Universal Cruiser Six, 90 hp. engine from the Thomas A. Short Co. for his hook-and-liner. The engine is fitted with a Twin Disc front power take-off, and has 2½-1 reduction gears. He also bought Exide storage batteries, and a Pitchometer propeller.

In fishing experimentally for Skipjack with gillnet gear near the Hawaiian Islands, the Fish and Wildlife Service vessel **John R. Manning**, used 5" nylon nets, treated with Net Life Green preservative, manufactured by the Techkote Company, Inglewood, Calif.

Bill Windbigler, who used to be connected with A. Paladini Inc. in Fort Bragg and Eureka, is having *Joe Perry,* Fort Bragg, build him a 41' combination boat. The craft is to be powered with a three cylinder Graymarine diesel engine sold by Hall-Young Co., Fishermen's Wharf, San Francisco.

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A CHRISTMAS MESSAGE

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Now, at Christmas, we simply want to thank all of you with whom we have done business during the past year.

For all of us at Pacific Marine Supply Co., may I express the earnest hope that your Christmas will be a most happy one, and that the coming year will bring you and yours a fair share of the good things of life.

Sincerely,

PACIFIC MARINE SUPPLY CO.

E. Cunningham

E. Cunningham,
President

Pacific Fisherman's NEWS

A Miller Freeman Publication

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Westport Troll Landings Double 1950 Figures

Salmon landings at the Port of Grays Harbor's Westport dock declined to 495,136 pounds for September as compared to 545,705 pounds during August but were well above the 361,053 pounds recorded at Westport for September, 1950.

Despite the slight drop, salmon landings continued to run more than twice as heavy as last year. A total of 2,936,347 pounds of salmon were brought in during the first nine months of 1951 as compared to 1,416,548 pounds in the same period of 1950.

The year's tuna landings at Westport, 61,654 pounds, were far below the 1,349,576 pounds brought in through the end of September, 1950.

Bottom fish landings gained however. Landings totaled 222,601 pounds so far this year as compared to 160,753 pounds during the same period in 1950.

Only 60 dozen crabs were brought in during September but only 14 dozen were brought in during the same month last year. The 60 dozen brought the year's crab total to 53,184 dozen, a decrease from the 81,192 dozen landed through the first nine months of 1950.

SOUTHERN SEINE SETS

Sea Rider, skippered by *John Dragich,* has a new Lambie propeller . . . *Southland* and *St. Aniello* have both completed Lambie propeller repair jobs . . . *Yoshio Twanae* of the *Lucky Star* was hit by a swinging hook early in the sardine season . . . another accident in early October occurred on the *Robin Hood* when *Kuzma Anich* suffered face injuries when he fell against a rail of the purse seiner . . . *Mary Trutanich,* who was first mate

"Western Traveler," skippered by Ivor Gersdal and fishing for Van Camp Sea Food Co., Terminal Island, was highliner for the first dark of the Southern California 1951-52 sardine season. She delivered some 526 tons.

during the Fifth Annual Fishermen's Fiesta, is the daughter of *John Trutanich,* fisherman on the *Oceanic* . . . *Leonard Stagnaro,* employed by Franco-Italian on Terminal Island, was married recently to Gloria Noble . . .

TED LUCICH'S *Defiance* is to be converted to a tuna clipper . . . *Elinor C* dipped her sardine nets this fall in Teckkote's net preservative . . . Bill Olesen's *Victoria* has been sold to Mexican shrimp interests . . . Fishermen's Cooperative Assn. has taken over the building formerly occupied by the San Pedro Machine Works at Berth 73 and will use it as a storehouse for wire rope, manila, and other types of fishing gear. *John Real,* manager of the Cooperative, has announced that his organization has become the distributor for American Manufacturing Co. manila rope . . . It looks as if the top tuna boats for tonnage and number of trips will include *Anthony M, Arlene S, Defense, Vagabond, Pioneer, Delores M* . . . The attorney for the skipper of the *Old Timer,* Luigi Sogliuzzo, and his crew has anounced that the *Old Timer* was guilty of fishing in closed waters in the Santa Monica bay district. It is argued by the defense that the crew did not willfully place the seine net in the closed waters for the purpose of taking fish in a closed area. It is asserted that the net drifted into the closed area. Also so charged with illegal fishing is the *Santa Lucia* . . . Van Camp's *Western Traveler* was top tonnage sardine vessel in the first dark. This vessel, formerly of Seattle, is now fishing out of San Pedro under Ivor Gersdal, and is owned by Burt Walvick . . . Three "Western" boats made top billing in this dark, the *Traveler* and the *Western Explorer* and the *Western Star* (fishing for Pan Pacific under Jerry Kaloper). Other vessels delivering over 400 tons included the *Sea Spray; Resolute; Sea Pride; Robin Hood* (Anton Misetich); *Genevieve H II; Liberator; San Pedro Boy.* Two Monterey vessels fell into this class too: *Mineo Brothers* and *Providenza* . . . Van Camp Sea Food Co. reports its top tuna boat for tonnage was Steve Gargas' *Columbia,* which fished early in the year off Costa Rica, shipping the fish north . . . *Vagabond,* Nick Mosich, made five tuna trips in 1951 . . .

Sunken Craft Again Earning Her Living

Bill Bone's *Manhattan* has been rebuilt and is now at work in the Southern California sardine fishery. The boat was damaged in the hull by a collision last spring in Santa Monica Bay. She was underwater for five days.

Captain Bone has made of his combination bait hauler and sardine boat what he considers to be his ideal fishing craft. The main power plant was retained, a 60-hp. Fairbanks-Morse engine. Both main and auxiliary are fresh-water cooled through a Wix Kooler.

The new 52-foot *Manhattan* which has had a record of being high tonnage sardine vessel in her class for several seasons, now has a new pilothouse, crew's quarters and galley; a 400-fathom "Fathometer" and a Wood Freeman automatic pilot.

Bone is particularly proud of his dual control on the line shaft where cargo winches, net gurdy, etc. are operated through a Dodge clutch either by the main or the auxiliary engine.

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PELICAN'S POUCH

The Pelican awoke early October 20. "Today is my birthday!" he exclaimed happily, "I'm in my teens now, and I'm going to have a big party tonight." He danced a little jig and flapped his wings in joyous anticipation.

Charlie Raatikainen, owner of the boat *Pelican,* had long thought the present site of Pelican City an ideal location for a cold storage plant. On October 20, 1938, the first boat load of lumber was brought ashore and the seven men who shared his dream erected a steam bath house before night fell.

There were many handicaps to overcome. Some years when the settlers had the money to buy lumber no ships were available to deliver it. Then there were the years when ships were available but there was no money. But Pelican grew rapidly. Today the unique little village is a flourishing place during fishing season and a restful place in the winter. A wide board walk built on pilings out over the beach has homes and business establishments on either side. No one seems certain who named the streets of Pelican. Salmon Way—the board walk, has for companionship such streets as Conch, Mussel, Shrimp, Abalone, Clam and Crab. The avenues are Chum, Silver, Coho, and Humpy. Strategically located close to the outside fishing grounds, Pelican City is headquarters for halibut boats, trollers and fall seiners.

On August 3, 1942, the first fish were sold to the cold storage buyers. The cold storage has a capacity of 4,000,000 pounds.

The large newly remodeled store adjacent to the cold storage is well equipped to handle the needs of fishermen. Fresh vegetables and meats are always available and stateside bread and pastries, kept fresh by being frozen, are a delight to the fishermen.

A branch of the Bank of Sitka, and the postoffice, are in the store building and modern apartments for the employees in key positions are on the second floor. Several modern homes nearby are also for employees.

A large hydro-electric plant owned by the cold storage gets its power from a large stream which also furnishes water for the town. When a water shortage occurs diesels at the cold storage take over.

Pelican City also has an oil dock, a cannery, two restaurants (which close during the winter) two beer parlors, a movie theatre (two shows a week during the summer, one a week in the winter) a laundry, sawmill, variety store, machine shop and liquor store.

This year, to meet the ever increasing enrollment, two rooms were needed for the grade school, so part of the children were installed in the hastily made-over cannery cook house, and Mrs. Wahto, wife of the schoolmaster resumed her duties as teacher. High on a hill, overlooking the town is the "People's Church," *C. C. Personeus,* minister. Mr. and Mrs. Personeus, their son and his wife, lived on the *Fairtide II* while they cleared the land and built the church.

There is no doctor in Pelican City but three very efficient field nurses care for minor injuries and illnesses. Broken bones, operations and confinement cases are flown into Juneau. *Pros Ganty,* manager of the cold storage is always very obliging in an emergency with his Aeronca if an Alaska Coastal plane is not available.

Alaska Coastal makes daily trips to Pelican in the summer and three times a week (weather permitting) during the winter. The mailboat *Aeger* comes in once a week (weather permitting) and ships call occasionally.

The birthday party held in the recreation hall was a huge success. To help raise funds for a larger hall a Mixmaster was raffled, a large box of smoked black cod, donated by Charlie Raatikainen, was sold, and two King salmon, also donated by Charlie, were auctioned off. Bingo was played, with half the proceeds being kept for the fund. After bingo a delicious lunch was served. Mayor Edgecombe cut the beautiful cake baked by Mrs. Don White (affectionately called "Ma White" by the townspeople) and decorated by Mrs. Alpha Christiansen. Mayor Edgecombe then gave an interesting talk on the history and growth of Pelican City.

Later, the musicians took over and dancing was enjoyed until the early hours of the morning. Everyone agreed that it was a lovely party and the Progressive Club has plans for several more to be enjoyed during the coming winter.

Moss Landing—Monterey Bay

Moss Landing Albacore Trade in Late Boom

Moss Landing Harbor was a Mecca for the Albacore fleet as it became an active port for fish buying during the fall run.

Two buyers were instrumental in getting the fish out to dealers and housewives, opening up a new field for this commodity which heretofore went directly to the canneries. H. B. "Hank" Grader shipped tons of Albacore to Sacramento, Fresno and other Valley points, as well as selling directly to individuals at his pier. The fishermen have been getting $300 a ton for their fish through this method, or $50 a ton more than the canneries were paying.

Approximately 100 tons were trucked to Los Angeles by Mike Antoncich, the other active buyer. The Fishermen's Union handles the sale of tuna in that area, known as "Operation Two-Bit." The fish-selling venture in the south has been televised and put on the radio for its new value, resulting in excellent publicity.

"This promotion affords the fishermen a new market for their catches," Grader said, "in what has been a very discouraging year."

The big Alaskan halibut schooners made a beautiful sight in Moss Landing channel as they came in all together, recently. These boats are some of the largest that come into the harbor. There was the 62′ *Eagle* with skipper Peter R. Tynes and his crew members, Nils Strom, Enoch Lund and Hans Ording. Anton Ness was captain of the *Akutan,* also in the 60′ class. He was accompanied by Ole Bjerke, Andrew Pederson and Otto Olsen. Sig Romberg and Nels Pedersen skippered the *Aleutian.* It was the first trip in here for Einar Telnes, Axel Davidson, Sigurd Lees and Elliott Thompson of the boat *Commando.* Arne Einmo was captain of the *Polaris* and his crew consisted of Harry Jacobsen and Arthur Monsaas.

Other boats were *Diane, Chelan, Angeles, Defiant, Sea Waif* and *Pioneer III.* A good many of these schooners fished successfully off Fort Bragg and took 15 and 20 ton hauls into Astoria.

Breaking ground for the new bulk oil storage farm at Moss Landing for the Texas Company was begun recently by Granite Construction Co., who have been awarded the major bid for this development. Three acres of harbor land with a water frontage

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant (comp.)

UNIT Fishing boat-"Josie Lena"-52' 60 H.P. Atlas Diesel engine

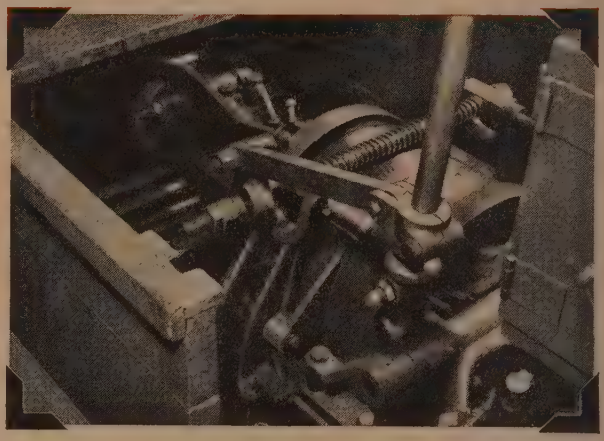
PART Reverse gear-self-lubricated

CONDITIONS Fish high seas-Albacore + shark off California + Mexico Coasts

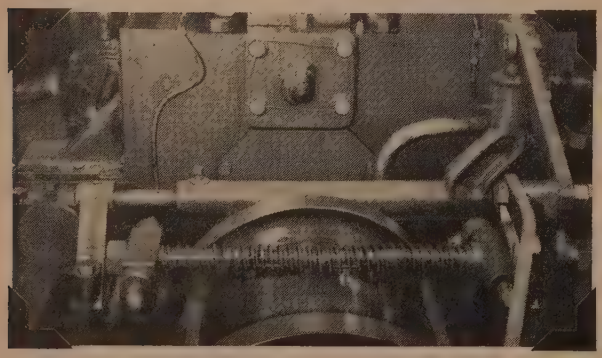
OWNER Joseph Piazza-San Francisco

No transmission gear expense in 10 years of work!

IN FOUL AND FAIR WEATHER, the Josie Lena has fished in the Pacific for 10 years. She makes regular trips around the windy Santa Barbara Islands and in the path of tropical storms down the Mexico coast.



LUBRICATED WITH RPM GEAR LUBRICANT (COMPOUNDED), not one gear in her transmission has ever been replaced and all were in "perfect" condition when recently inspected. Lubricant is drained and replaced only yearly . . . about one quart a month added.



"OUR GEAR UNIT HAS GIVEN US NO TROUBLE," says Mr. Piazza, owner. "After 7 years of use we opened it up to check the cooling system. The gears were in perfect condition, so we put them all back in."

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give you expert help; or write Standard of California, 225 Bush Street, San Francisco 20.

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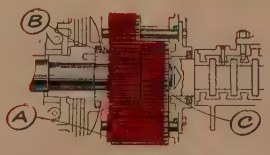
How to Cut Upkeep Costs on Self-Lubricated Marine Transmissions



Compounded RPM Gear Lubricant in marine transmissions will prevent excessive wear and loss of lubricant from leakage. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor — prevents retention of air whipped into lubricant by gears and building up of pressure.

B. Oiliness compound helps provide tough lubricating film — withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents deposits; assures lubrication in extreme temperatures.

STANDARD OIL COMPANY OF CALIFORNIA

of 400 feet on the west bank of the harbor channel were purchased by the company, after lengthy negotiations, from Wilbur Sandholt, titleholder of the land, and Fred D. Parr of the Parr-Moss Landing Terminal Company, which holds a long term lease on the land.

Improvement plans call for the expenditure of $175,000 by the Texas company with the installation of three half-million gallon oil tanks, pipelines and unloading facilities on the channel designed for handling oil barges up to 250 feet. This latest development "On the Island" is a bright new feather in the cap for the busy little port.

The Jacobsens are a fishing family. Father Don is owner and skipper of the *Norge*, Ted Jacobsen has the *Teddy J.* and John Jacobsen runs the *Harold J.* named for a younger brother, now in Korea.

Western Fairliner tuna tenders, 18' long, and powered with Chrysler Crowns, direct drive, have been put aboard the San Diego tuna clippers, **Lucy Elena**, Capt. John Balestreiri; and **Sunset**, skipper, Pete Neves, and belonging to the Bregante family. The pair of speedy tenders were sold by Atwell Supply Company, San Diego equipment dealers.

New Castagnola Trawler

Castagnola Brothers of Santa Barbara recently put into the water a new fishing boat, *Cecilia*, constructed by the Lindwall Boat Works, Santa Barbara.

The 49'4" x 13'6" combination is powered with a "Caterpillar" D13000 marine engine with 2:1 reduction gear turning a 46x31 wheel. The "Cat" is equipped with a Shepherd Diesel Marine heavy duty trawling winch equipped with cat-heads and gurdy, working trawling drums which spool 1500' of ½" cable.

Bernard Aquistopoce will skipper the new boat.

Dan Palmiter of the Shepherd Diesel Marine at Los Angeles also supplied the Castagnola family with a new "Caterpillar," D315 marine engine (3:1 Twin Disc marine gear) for the *El Sole*, owned by Albert Castagnola, head of the Castagnola family fishing operations.

In attendance at the trial run of the new *Cecilia* were Bill Shepherd of the Shepherd Diesel Marine company; Mr. Palmiter, engines sales manager; Charles and Paul Lindwall, builders of the new boat; Lawrence and Dario Castagnola, and the vessel's skipper.

Dragger is Lost And Guardsmen Burned

Four coast guardsmen were seriously burned in an explosion and fire which destroyed the Seattle dragger *Glory* of the Sea at Neah Bay late in the fall.

Skipper John Malich Jr., Carl Johnson, Jens Warwick and Antone Joncich, crew, abandoned the vessel. The coast guardsmen boarded it to fight the fire and were burned when an auxiliary gasoline tank exploded.

Fire Victim Sold

Andrew Vilicich and Jack Borcich *(Marsha Ann)* have purchased the purse seiner *Sunlight* at marshal's sale. The boat was owned by Carmen Liubetich and others. Captain Borcich's *Marsha Ann* is now at Todd Shipyard in San Pedro for repair of fire damage incurred when the vessel caught fire recently at dock in San Pedro. The fire began in the galley of the *Western Queen* which was the most badly damaged of the two purse seiners. Both vessels were fishing sardines and will lose valuable time in this fishery as a result of the disastrous fire.

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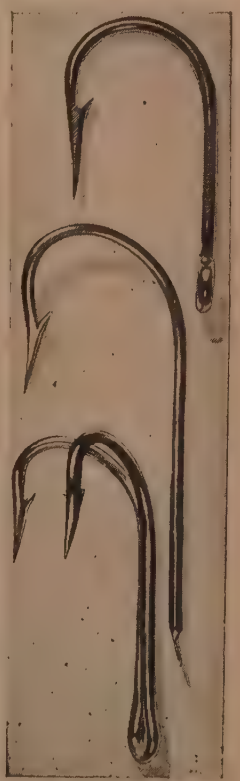

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Canadian Representative: Western Lockie Limited, Vantouver, B. C.

Renew Tuna Tariff Plea Before Congress

Although the attempt to secure import duty on fresh and frozen tuna failed after passing the House when it stalled in the Senate Finance committee, and time ran out for adjournment before further action could be taken, Southern California's fishing industry had high hopes for passage in the new Congress.

The Senate Finance committee refused to clear the emergency bill for floor action, when a number of requests for hearings were submitted. It was a good try, the vessel-owning and fishing fraternity believed, and at least brought to national attention the call for protection against foreign imports of raw tuna and tuna-like fishes.

The campaign, ably handled by many phases of the industry, and gaining strong support in both houses, also may bring other advantages to the hard-pressed fleets, particularly from the state of California. To be introduced at a special session of the legislature in January are bills seeking:

1. Partial tax exemption for fishing vessel and tax moratorium on boats whose owners are in financial difficulties. 2. Resolution memorializing Congress to approve tariff legislation. 3. Authorization of establishing a college of fisheries to operate with Scrippis Institute of Oceanography, La Jolla, branch of the University of California.

In November the U. S. State Department announced it might oppose congressional approval of the 3¢ per lb. tariff, in the interest of helping Japan regain economic stability. This was contrary to a previous statement by the State Department it would not oppose such legislation, which was an important factor in obtaining quick passage of the bill through the House.

Fisherman Doubles In Salad Dressing Sales

Fisherman in summer and salesman in winter—that's the new double role for Tom Voorhies, Wrangell fisherman.

His sister sent him some salad dressing base. He liked it so well that he ordered it by the case. Then came an offer from the company for him to take over the Alaska distributorship.

Armed with his enthusiasm and samples he is now covering Southeastern Alaska calling on merchants everywhere. But when the fish start running next season, he'll be back in his oilskins.

1950 B.C. Albacore Production is Nil

Albacore tuna went the way of the pilchard in British Columbia waters this year, and catches were virtually nil.

More than a hundred fishermen had planned to seek the Albacore from Vancouver ports during the past summer, but when their search during July and August proved unrewarding most of them diverted their interest to salmon and engaged in that industry for the balance of the season. Had the salmon harvest been less bountiful a few boats might have continued the Albacore hunt more relentlessly, but the net result of the limited operation was less than 35,000 pounds. At the end of August the total catch by B. C. fishermen was 31,000 pounds, compared with 1,200,000 pounds at the corresponding date in 1950. There was practically no organized Albacore fishing, most of the catches being troll-caught by fishermen looking for salmon.

Fisheries officials said the "blue water" where tuna are usually caught extended farther to sea this year than usual.

Some 3000 tons of tuna from Japan shortage.

An experimental shipment of California Albacore was delivered by truck to B. C. Packers for storage and processing late in the summer from Monterey. It was part of a miscellaneous load and company executives explained that it did not signify a continuous operation.

Two Puget Seiners Run Foul of Alaska Law

Two arrests were made in the Wrangell area for fishing during a closed season. The *Widgeon,* skippered by Gordon Plancich of Vashon Island, Wash., and the *Mallard,* skippered by Mike Plancich, also of Vashon Island, were apprehended near Shipley Bay on Kosciusko Island Sept. 30, the day before the fall seining season opened.

At a hearing before U. S. Commissioner Joel Wing all pleaded guilty. Mike Plancich was fined $1,000 and his three crewmen, Gordon Nelson, Louie Bussanich and Wesley Caling, were fined $500 each. The "Mallard" had been caught fishing illegally earlier this season which was the reason for the large fines.

Gordon Plancich was given a $500 fine and his two crewmen, Gordon Steen and Robert Crowder were fined $250 each. A total of 103 fish were confiscated on the "Widgeon."

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TUNA CLIPPER GOSSIP

"A very fine boat!" That was the comment made by *Capt. Laurie Massa,* skipper and part-owner of the new steel clipper *Conte Bianco* when he brought her to Van Camp's San Diego, early in November, from her nine-weeks' maiden voyage. She was designed and built by National Steel & Shipbuilding Corporation. "She bucked the heaviest kind of weather —rides the seas like a duck—made 11.3 knots fully loaded all the way from South America—and all her machinery functioned like a fine watch!" declared Laurie . . . *Joe C. Correira,* skipper of the *Mona Lisa,* a veteran of World War II, was married at San Diego, November 4 . . . *Richard Madruga* has taken over his brother Joe's command on the big *Paramount.* Top skipper, *Joe Madruga* is taking over French Sardine's new major clipper *Comet* . . . *Carl Soares* took out the *Leona C,* while the *Sun Ray,* of which he is part owner, was held in port on rotation. Meanwhile, the *Leona C's* skipper, *Manuel Chula* and wife, took off on an extended vacation trip to Fuzeta, South Portugal . . . The newest clipper *Columbia,* with *Frank Valin, Jr.,* as skipper started her maiden voyage from San Diego in early November. Frank is off the *Sun Glow,* and recently married Dorothy Luz. The clipper will deliver to South Coast Fisheries . . . *Joe E. Lewis* has given up command of the *Steven L* to take out the *Marine Greyhound. Manuel Perry Machado, Jr.,* off the *Sea Lion* takes over the *Steven,* while *Joe Alves, Jr.* — his father is skipper of the *Mary E. Petrich*—becomes captain of the *Sea Lion* . . . *Manuel Colergo* is the announced skipper of Jack Canas' new clipper *Agnes C,* named after Colergo's daughter . . . *Joe Batista,* after a vacation in Portugal, has taken out the *Monarch* for Van Camp, relieving *Salvador Lucas,* who has become mate . . . Annual dinner meeting of the American Tunaboat Associated was held December 11, at the San Diego Club . . . Dr. A. D. Gould, father-in-law of *Harry F. Cary,* general manager, ATA, died at San Diego. The funeral was on October 31 . . . *Manuel J. Sousa* brought in the *Miss California* for her second trip in the fast time of 23 days. *Frank Brenha, Jr.* came home with the *Viking* in 22 days . . . *Joe Marques,* skipper of the great *Normandie,* finally got going again for his favorite fishing "hole," the Galapagos Islands. He had been in port since July 23, and departed after 93 days idleness on October 26. *George Goltz,* the veteran chief engineer of the 160′ clipper was again in the engineroom . . . *Esmael Virissimo,* delighted the *Europa's* managing owner, *M. O. Medina,* when he brought her back from her maiden voyage with a capacity fare . . . *Antonio Gonsalves* takes over with the *Gem of the Sea* after a Madiera holiday. He comes off the *Princess Pat,* of which he is part owner . . . *Jose Da Groca,* part owner of the *Belle of Portugal,* of which his son *Joe E. Groca* is captain, has concluded a vacation trip to his native Portugal . . . *James* and *Frank Chase* have returned from Panama, where they took over *Gulf Star* from *Charles Kaufman,* skipper-owner, while he went to Mississippi, where his wife was "expecting." Meanwhile, *O. W. Martin* of the *Jeanne Lynn*—held in port—went down to help out. *Jim Chase* takes over the *Starcrest,* while Frank goes back as chief engineer of the *Saratoga.*

NORDBERG

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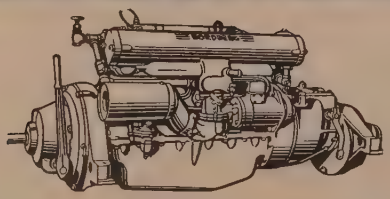

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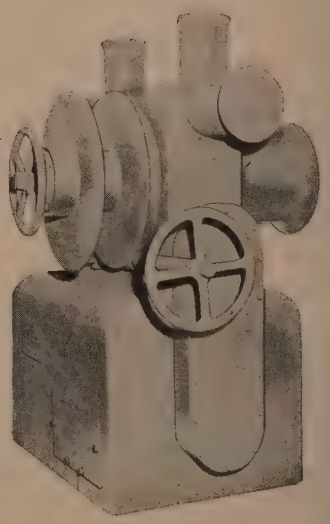

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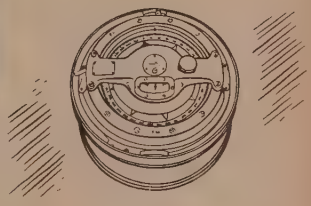
Profit Pilot for Fishermen

CAPTAIN CARL HANKEN, owner of the M/V WEST POINT, takes his boat any place tuna is found, even off Peru. Newest addition to his Sperry navigational aids is the Sperry Magnetic Compass Pilot which is helping him keep his reputation as a consistent producer in the tuna fleet.

FIRST TUNA CLIPPER built for Gulf operations, the GULF STAR, is equipped with the Sperry Magnetic Compass Pilot. Captain Charles Kaufmann, who holds the world's single tuna catch record, believes the GULF STAR with her modern equipment and 10,000-mile cruising range will be able to locate the fish and stay with them until a good catch is made.



Sperry Magnetic Compass Pilot cuts costs for every type of fishing craft

► The M/V CAPE BEVERLY, WEST POINT and GULF STAR all fish for tuna . . . all fish for profit. So *all three* have the Sperry Magnetic Compass Pilot to get them to the fish and back with the catch with a minimum expenditure of time, fuel, manpower and money.

► Their skippers . . . like those on scores of all types of fishing craft . . . find that the Magnetic Compass Pilot follows the set course *automatically* . . . with it straight-line steering saves time *en route* and on the fishing grounds . . . functions perfectly even in a rough sea . . . frees more men for fishing . . . gives physical and mental relief from the heavy wheel . . . and with the *remote controller* permitting steering outside the wheelhouse, the skipper can supervise the fishing operations.

► Every pilot is backed by Sperry's dependable world-wide service.

IN HER YEAR and a half of fishing, the M/V CAPE BEVERLY has made numerous good, fast trips with the Sperry Magnetic Compass Pilot. Paul Lynn, the Skipper, says: "I have sailed with all kinds of automatic pilots, but for my money there isn't another pilot on the market that will do the job like my Sperry Magnetic."

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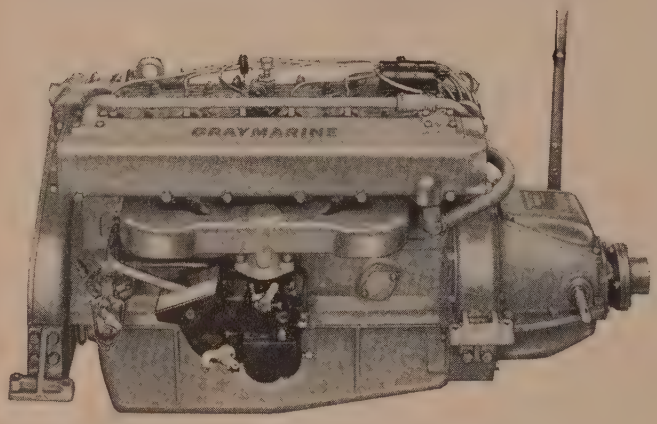

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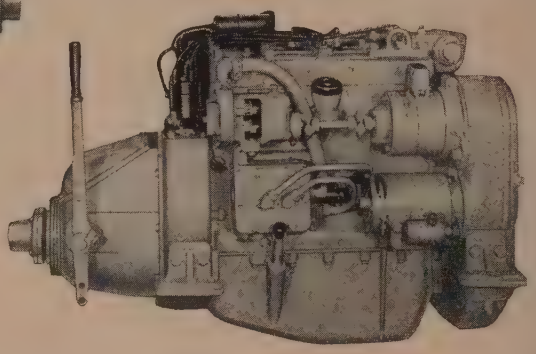
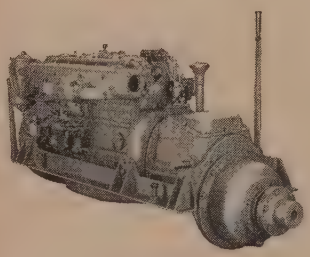
Extra Equipment, such as flywheel enclosure, and useful vee pulleys

Gray has been building marine engines for 45 years, and we know the needs of commercial fishermen. We recognize that the demands on an engine in their operations far exceed the requirements of intermittent service in a pleasure boat. Thus Gray Lugger and Express models are relatively slow speed engines, built for swinging big propellers in heavy boats.

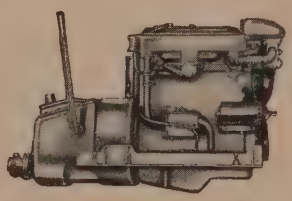


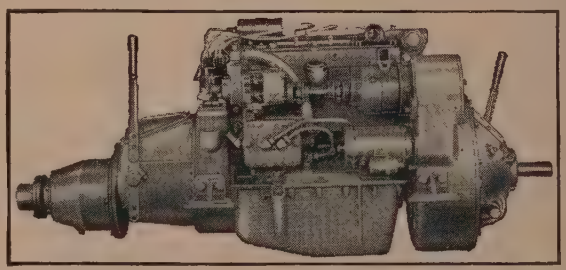
Illustrated above is a favorite 4-cylinder Gray engine, Model Four-162. A special style of this, known by the trade name of ALASKA LUGGER, was recently adopted as standard equipment for fishing fleets operating in Bristol Bay, Alaska. It has a piston displacement of 162 cu. in. (2655 cu. cm.), develops 42 hp at 1800 rpm, and swings a 16 x 9 propeller in heavy 30-foot fishing boats.



An outstanding engine for larger boats in the Gray Six-330 (gasoline), with 4″ bore and 4⅜″ stroke, rated 96 hp at 2400 rpm, and 124 hp at 3200 rpm. It has seven main bearings, 2⅝″ crankshaft, sodium-cooled exhaust valves, and oversize reverse gear.

Gray builds Diesels in four sizes. These include two four-cylinder models rated 30 hp and 50 hp at 1800 rpm, also two six-cylinder models rated 105 hp and 135 hp at 2200 rpm. All have fresh water cooling system.





All Graymarine engines are available with reduction gear drive, and Twin-Disc Power Take-off, as illustrated in the unit above, for operating net hauling winch, etc. Extra vee pulleys are also available on front end of engine, at small extra cost.

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Walter Morgan, Not Donald, Taken by Death

In the October issue of *Pacific Fisherman* it was stated, "Donald Morgan dies of attack in Panama." Actually it was his brother, Walter Morgan who suddenly passed away, and we regret the error. The mistake was pointed out to us by Capt. Henry Olsen, fleet manager, Van Camp Sea Food Company, San Diego, asking us to print a correction, which we do with apologies to the well known Morgan family.

DEPOE BAY FISH BITS

George Osborn Sr. has sold his 32′ troller *Sea Ranger II* to *F. H. Packard* of Lebanon, Ore. Packard, a logger, says it has been his ambition for the last 10 years to have his own boat and try his luck at commercial fishing. *Sea Ranger II* is moored at Newport at present but Packard plans to operate it out of Depoe Bay.

The vessel is equipped for crab pot fishing, salmon and tuna; has a 25-watt Intervox radio phone, Intervox direction finder, Freeman pilot, crab gurdies, six-spool Olympic troll gurdies, electric light plant, and an anchor hoist. With excellent equipment and a knack for spotting fellow fishermen in distress, Osborn has sent messages that have brought assistance to many skippers.

Osborn fished 11 years out of Eureka before coming to Depoe Bay in 1940. He now plans to sell his home here, move to Seattle and set up as a ships chandler.

Funeral services were held October 30 for *Theodore Giesy,* 48, Portland police garage employee for 20 years, who moved to Depoe Bay last spring to enter commercial fishing. He bought *Fred Corn's* troller *Surf* and took a six months leave from his Portland job. Friends were shocked to learn that Mr. Giesy, said to be despondent, had shot himself through the chest, dying instantly.

Capt. Hans Olsen of San Pedro, veteran port pilot, marine surveyor and captain in the merchant marine, is relieving *Comdr. Maurice J. Kelly,* also a merchant marine captain, as commanding officer of the voluntary naval reserve, Military Sea Transport service's harbor unit 11-05. Olsen won high naval commendation for the manner in which he, as pilot, brought in the lumber ship *Absaroka* after she was torpedoed outside the harbor in World War II. The *Absaroka,* only ship hit in the Los Angeles-Long Beach harbor region during the war, was struck by a torpedo the day before Christmas, 1941.

L. J. Tompkins, owner and skipper of the 50′ *Lei Loni,* has been in the U. S. Public Health Hospital, Seattle, for medical check-up for respiratory difficulties.

The sons of two Depoe Bay fishermen, both of whom are experienced seamen in their own rights, are in basic training at the San Diego base and located just 50′ apart. They are *Eddie Tompkins* and *George Osborn, Jr.*

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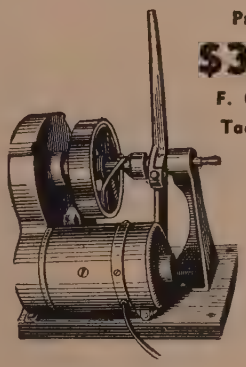

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• No one is better able to judge marine paints than the large boat yard operator. That's why the opinion of Morehead City Yacht Basin, Inc., Morehead City, N. C., is so significant. C. N. Bennett, its president, writes: "After using Woolsey Tradewinds #705 for the past 2 years . . . we believe it is the answer to the preservation of boat bottoms, which in this area, has always presented a serious problem. The trend among fishermen is toward better grade paints. To this end they are switching to Woolsey".

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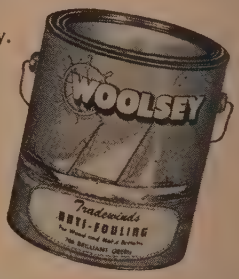

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NEWPORT NEWS

The New England Fish Co's *Gertrude E,* skippered by Bob Applegate for the past two years, and used in the bay as a crab fisher last year, has been turned back to the company by Bob, and has been booked for the ways at the C.M.C. Marine Service for a general overhaul and to extend her keel aft. Bob will probably fish the *Madge Ellen,* for Carl Hoffman, who is seriously ill in San Jose, Calif., and may retire from fishing upon recovery.

Ray Hall, of the dragger *Ruth Ellen,* has announced that he has made his last drag trip for this season, and Gordon White of the *Destiny,* has stated that he will make but one more drag trip. Rex Davenport of the *Marie H,* formerly owned and skippered by Phil Horne, expects to continue dragging until the fish gets scarce, when he will start crabbing. This boat will be used next spring by the Oregon Fish Commission to continue the Oregon coast shrimp beds explorations, halted by bad weather.

George Grishaber is putting a new well in his *Whisper,* which is a combination troller and crabber, and getting her ready to crab, with Jack Goble of the *Kingfisher,* and Jim Tinsley of the *Anna A,* aboard. George is said to be a good guesser and he believes there is a good crab season ahead.

* * *

Bob Applegate, well known along the Oregon coast, after two years skippering the *GERTRUDE E* for the New England Fish Co., has the boat on the ways at the CMC for a bottom paint job preparatory to turning the boat back to them. Bob will fish crabs in the Bay this winter and has purchased a 20′ steel life boat in which he will install an inboard motor in his spare time, and equip it for crab fishing in the bay.

* * *

The Oregon Fish Commission have arranged with skipper *Rex Davenport* to use his dragger *MARIE H* to explore from the Siletz River to the California line, shrimp beds to determine the commercial possibilities of fishing these beds, previous explorations from Astoria to the Siletz, have been somewhat encouraging.

Carl Hoffman, of the *MADGE ELLEN,* old time coast fisherman, who recently flew to San Jose, Calif., to visit his son, Dale Hoffman, is dangerously ill in that city.

* * *

Cliff Christensen (Gus) is booked to bring his dragger *HERO,* to the CMC for the installation of a new 6 cylinder Jimmy.

* * *

The Yaquina Bay Coast Guard notified all members of the Newport fishing fleet that, beginning October 22nd, boarding of all boats would be resumed for inspection of their lights, life saving and other equipment.

Wholesale Acquittals

Fifteen fishermen were acquitted in a batch on illegal fishing charges at Kenai, Alaska, late this fall. They had been charged with offenses early in the Cook Inlet fishing season last summer.

Hector Ferreira, head of Pesquera E Industrializadora sent his big freezer ship, *El Guaymense* to bays in vicinity of Cullican, Sin., where shrimp was said to be abundant.

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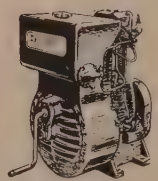

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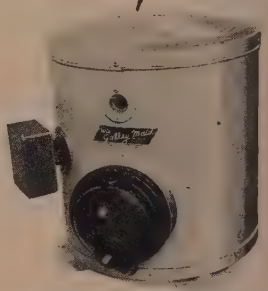

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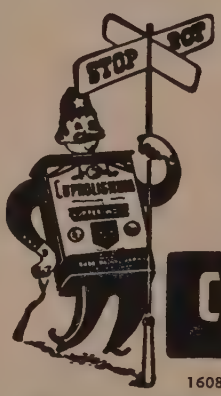

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North Calif. Sardine Picture Really Bleak

The northern California sardine picture was a bleak one by mid-November. No fishing had been done out of San Francisco for some time, and the total catch there was but 246 tons, as compared to 13,234 tons for the same period last year.

In Monterey the total catch was 20,956 tons, as compared to 26,181 tons, with most of this fish being trucked in from Morro Bay and Avila.

Early in November Joe DiMaggio's Monterey purse seiner *Sea Traveler* delivered 85 tons of sardines to Westgate-Sun Harbor, and it was the first boat load of sardines to be delivered to Monterey in over six weeks.

The day before some 865 tons of sardines arrived in Monterey via truck, and it was the second largest delivery since early in October when 1,269 tons were brought in.

The price of sardines to the fishermen went to $46 per ton for fish to be trucked to Monterey, and to $50 per ton for fish delivered by boat in either southern California or in Monterey.

Albacore Carrier Lost On Point Pinos Rocks

The 51′ Albacore troller *Emma M.*, captained by Richard Nicholsen of San Diego, was a total loss when she crashed on the jagged rocks in a rising tide off Point Pinos, Calif. recently. The $28,000 vessel was carrying 11 tons of Albacore from Moss Landing to San Diego.

Also on board were the skipper's brother, Martin Nicholsen of San Diego, and Olaf Langlo of San Pedro. All the men were brought safely to shore by the Coast Guardsmen of Monterey, within two hours after the accident.

As the boat struck two deputy sheriffs who were patrolling the Lighthouse Reservation, turned the spotlight of their car on the troller and immediately got in touch with the Coast Guard.

The *Emma M.* was built in 1943. It was approximately two thirds covered by insurance. Some machinery was salvaged but later efforts to raise the vessel were futile and she now is completely broken apart on the treacherous rocks in that area.

Eureka Crabbers Like Late Season Opening

Small boat fishermen working out of Eureka and other northern California ports are making preparations for the opening of the 1951-52 crab season December 15, fifteen days later than last year. The later opening conforms with a newly adopted state law, passed largely at the suggestion of the local fishermen and based on experience of the last few years.

For a number of years the season had opened on December 1. However, northern California crab do not attain maturity until toward the end of the year, sometimes not until late January, with the result that December catches proved quite disappointing both as to quality and quantity.

At Eureka, the crab fishermen had one eye fixed on last year's scoreboard, cheered by one of the best seasons on record in the northern California port, with the seasonal catch running to approximately 6,000,000 pounds as operations ended.

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Herring Quota Hoist Sought in Southeastern

Herring quota for Southeast Alaska sufficient to encourage good fishermen to operate there was asked of the Fish and Wildlife Service by industry representatives at November hearings in Seattle on 1952 Alaska fishery regulations.

Jack Storfold of Storfold & Grondahl Packing Co. framed the specific request about as follows:

1. A 200,000-bbl. annual quota for the traditional Chatham Strait herring fishing area, and guaranteed for three years.

2. Opening of the Douglas Island-Lynn Canal area to exploratory fishing, with a quota of 10,000 bbls.

3. Opening of the Noyes Island area.

4. No quota for waters outside quota areas specified above; or a separate quota.

The F.A.W.S. itself proposed no changes in any of the Alaska herring regulations; and in the Kodiak and Prince William Sound areas the operators asked none, save that herring fishing be permitted in the Kodiak area in case the Service carries through with its proposal to close the Red River and Alitak areas to salmon fishing for a period of five years. Exemption of herring fishing from such closure was agreed to by the Service officials.

Martinac Builds "Royal Pacific"

Royal Pacific is the name of a new tuna clipper being built at Martinac, Tacoma, for Andrew Morthland, to fiish for South Pacific Canning Company, Long Beach. The clipper is named in honor of the canning company's advertised tuna brand. South Pacific is managed by Mel Marsh.

Gig Harbor Man Lost off Seiner

Robert Lysell, 38, a Gig Harbor fisherman, was lost overboard from the seiner *St. Anthony* during a routine trip this fall.

Capt. John Puratich, master of the vessel, reported that the man was not seen to go overboard, and that a long search gave no trace.

At a recent meeting of the Bellingham local of the Alaska Fishermen's Union (Ind) **Jack Wood** was elected Bellingham agent succeeding **E. M. Berg**, resigned, according to **George Johansen**, general secretary-treasurer of the union. Wood's election will have to be confirmed by the Seattle headquarters of the union Johansen said. Berg resigned his office and quit the union about the middle of October. This action was the result of charges of violation of union rules against Berg. The union has been bady shaken by the struggle involved in the move to affiliate with the ILWU.

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DOC FREEMAN'S
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FOR SALE: 30-ft. gillnet boat "Este." Practically new — ready to go! Priced to sell. At Pier 8, Fisherman's Dock, Seattle, Wn. See Bud Cox.

FOR SALE: Used Chrysler Crown marine engine. 3½ to 1 reduction gear. Built 1947. Completely overhauled. Price $750.

Used 4-cyl. Buda Diesel engine. Excellent condition. 2 to 1 reduction gear. Full price $750.

Write Phillip Funk, Langley, Wash.

FOR SALE or TRADE: Troller "Valhalla." 36'x 10'x8'. 8-ton net. Chrysler Royal, 50-watt Kaar radiophone and direction finder, Freeman Iron Mike. 80-gallon stainless steel water tank, sink, head, #2 Shipmate stove, 2 bunks. Will consider trade for larger troller 40' to 42'. W. T. Vickers, Rt. 3, Box 240-A, Port Angeles, Wash.

FOR SALE: Boat "Tillie M." 53' x 14' x 7'. 35 gross, 24 net. D13000 Caterpillar power. Fully equipped. Boat now rigged for crab fishing. Water tight bulkheads and circulating system. Also complete drag gear including several good nets. For further information write Hubert Quirin, Box 305, Cosmopolis, Washington.

FOR SALE: Motor vessel "Metekla". 70-ft. schooner-type dragger. 150 h.p. heavy duty Diesel. 5 h.p. auxiliary. Depth recorder, 50-watt phone, iron mike, direction finder. Fully rigged and ready to go. Heavy construction, sound. Makes fine tuna boat or tender. E. W. Hendrickson & Sons, Warrenton, Oregon. Phone: 4331.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: 40-ft. rebuilt troller "Cluny". 3-cylinder GM Diesel, refrigeration, Photo-Electric pilot, 35-watt phone, Kaar direction finder, gurdie, etc. $13,500. H. A. Thompson, Box 445, Toledo, Oregon. Phone: 3-2746.

FOR SALE: 56-ft. purse seine boat with skiff, gear and nets. GM Diesel engine. Boat and engine in excellent condition. Very reasonable price for fast sale. "Boat Sweet Home," Ivan Suryan, 1113-16th, Anacortes, Wn.

MACHINE SHOP — Good opportunity for a marine man. Located on fishing boat harbor. Due to other interests will sell for a very attractive price. For details write F. Jacobs, Box 1317, Juneau, Alaska.

FOR SALE: "Sea Lion III." 45-ft. long. Equipped with refrigeration. Can be seen in Newport—or write John Bolle, West Linn, Oregon.

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48' x 13.2' x 8' troller. 165-hp. GMC. Built 1947. $26,500.
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FOR SALE: 42-ft. combination seiner, tuna, troller and halibut boat "Padilla." Built in 1949. 141-hp. Chrysler Royal. Equipped with everything. $5,000 down and balance on good contract. Write 2521 Maple St., Everett, Wash., or phone BA 7745.

FOR SALE: Combination boat, 58' x 16' x 7.8'. 30 tons net. Radiotelephone, D.F., depth sounder, 65-hp. Atlas engine. Complete tuna, halibut and drag gear. Write or phone R. A. Sawyer, National Bank of Commerce, Second and Spring Streets, Seattle. Phone: EL 1505.

FOR SALE: Seine boat "Angeles." 51.6' length x 15' beam x 6.8' depth. 75-hp. Atlas, just overhauled. 30 skates of halibut gear. Hydraulic salmon gurdies with gear. Tuna gear, jigs and tanking. New equipment — 100-watt radiophone, Fathometer, direction finder, iron mike. Price reasonable. Robert Jensen, 8348 21st N. W., Seattle, Wn. Phone: SU 8912.

FOR SALE: 57' Schooner type fishing boat 14' beam 9' depth, carries 35,000 lbs. Sleeps 6. 65 hp. heavy duty Atlas engine. 32 skates halibut gear. Good condition. Equipped with radio; Rented Fathometer; fuel 1500 gals.; water 200 gals. Ideal for halibut and albacore. Vincent G. Anderson, Box 94, Juneau, Alaska.

FOR SALE: "FREDDIE II" — 50' x 13'6" x 6'7" purse seiner. 165-hp. General Motors Diesel with 3:1 reduction gear. Complete with 240-fathom seine, Kermath-powered seine skiff, 230-fathom Ekolite depth recorder, 40-watt Northern radiotelephone and 18 skates of halibut gear. Price: $19,000. NICK KASAKAN, c/o New England Fish Company, Exchange Building, Seattle 4, Wash.

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Two Sardine Seiners Crippled by Flames

Damaged by fire at the height of the sardine season, Joe Dragich's *Western Queen* may be out of the running for the rest of the Southern California season. The fire apparently started in the galley in pre-dawn hours and ate through the midship section, spreading to the *Marsha Ann* alongside. No one was aboard when the fire started. Two fireboats and six fire-fighting companies on shore battled the flames. Damage to the *Queen* was estimated at around $60,000. The *Marsha Ann*, owned by Jack Borcich, suffered $15,000 damage.

Richard Ray Nelson, fisherman, and Sally Jean Durgan, were married recently at Ketchikan.

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A basic part of the new "freezership" operation is trouble-free performance by gillnetters Refrigerated holds must be filled as soon as possible. That means engines must be dependable—and that's why more and more boat owners demand Nordberg Gasoline Marine Engines.

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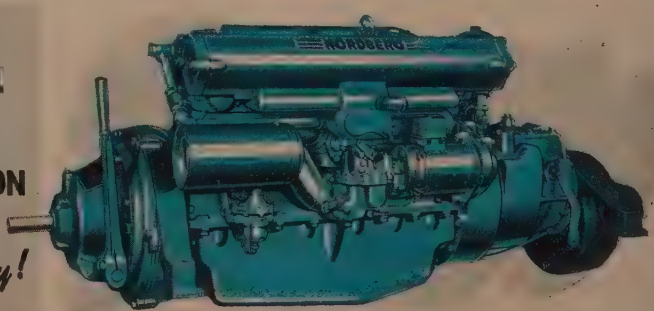

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Francis Millerd, president, Fisheries Council of Canada, on the left; Royal Toner, president, National Fisheries Institute, middle; and Vance F. Sutter, president, Association of Pacific Fisheries.

Serious Attitude Manifest as Salmon Canners Take a Look at Tomorrow

Seriousness to the point of grimness was evident at the business session of the 38th annual convention of the Association of Pacific Fisheries, held at Victoria, B. C.

Not that the entire convention was serious. It followed the usual pattern of golf, relaxation and goodfellowship set through the years; but as they looked ahead with the help of light thrown by the experience of the past, speakers and spokesmen found more for concern than for congratulation.

The convention attracted the presidents of two national fisheries organization as guests—Royal Toner of New York, president of the National Fisheries Institute; and Francis Millerd of Vancouver, president of the Fisheries Council of Canada.

Vance F. Sutter, president of Fidalgo Island Packing Co., who had served with distinction for the year 1950, was re-elected president of the association. All other officers also were re-elected: A. R. Barthold, first vice president; J. A. Green, second vice president; E. W. Thompson, third vice president; C. F. Johnson, fourth vice president; Dr. E. D. Clark, secretary-treasurer.

E. M. Brennan and E. E. Murray were elected to the Board of Trustees, and August Buschmann, Harold Synnestvedt, Lawrence Calvert, Daniel Campbell and A. W. Brindle were re-elected.

Salmon Canners Pioneered With Quality Protection

"Salmon canners showed the fish industry generally how we can police

Upper Panel—Donald T. Saxby, California Packing Corporation; Aubin R. Barthold, Alaska Packers Association; Roger Hager, The Canadian Fishing Co.; Douglas Hager, New England Fish Co.; C. H. Angstead and J. S. Gage, both G. P. Halferty & Co.

Lower Panel—Jack E. Salmon, Oceanic Sales Co.; C. J. Sebastian, Sebastian-Stuart Fish Co.; Clarence D. Payne, Ellamar Packing Co.; William Lilly, Peninsula Packing Co.; F. A. Gosse and E. H. Algyer, both of F. A. Gosse Company.

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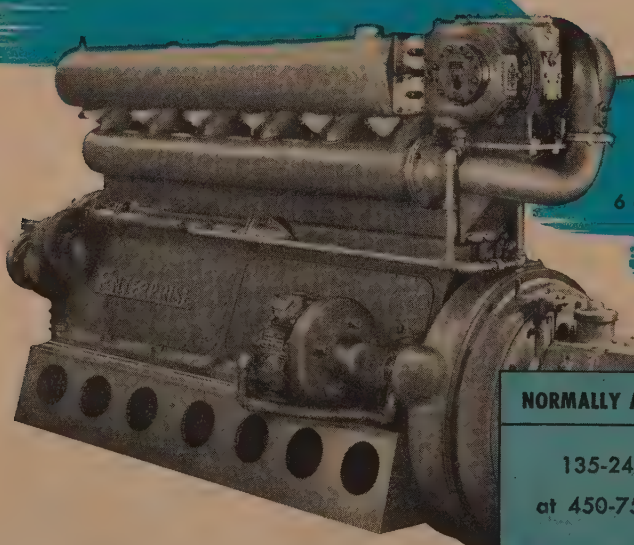
- Standard reverse reduction gears
- True right and true left hand designs



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ourselves," Royal Toner, president of the National Fisheries Institute, told the salmon canners at their convention. "You showed us how to protect our future by safeguarding the quality of our products.

"Fish is a fine food, and reasonably priced in comparison with its competitors; but we have need for 'public relations,' and this work should begin at home, in our own industry. The troubles of one segment are soon the troubles of all. Today's crisis in tuna will soon react sharply upon salmon, if it is not corrected.

"Free enterprise maintains the American way of life—and nowhere is free enterprise more soundly displayed than in the Association of Pacific Fisheries, and the National Fisheries Institute, and the Fisheries Council of Canada."

Progress Toward Protective Treaty Held Achievement

President Sutter sounded a thoughtful note in addressing the association, in which gratification over progress toward a fishery conservation treaty with Canada and Japan was tempered with concern over the condition of the Alaska salmon resource, and the economic and control situation which the industry faces. He said:

"With Miller Freeman directing, the Pacific Fisheries Conference, of which this association is a member, has made striking gains toward achieving a North Pacific fishery treaty with protective provisions to support conservation.

"We have other serious problems —some here, some coming. The Alaska salmon situation is worse, not better. Economic controls have not been functioning equably; the Defense Fisheries Administration is being emasculated; in 1952 we'll feel the pinch of shortages more sharply.

"The poor runs of 1951 prove plainer than ever the need for such research as is being done by the Fisheries Research Institute. Nothing we as an industry have ever done has reflected more credit upon us than this. Its research is known, respected and accepted the world over.

"We face increasing controls, increasing costs, and a confused labor

Top Panel—Ian Bell-Irving, Anglo-B. C. Pkg. Co.; Mrs. T. F. Sandoz; Maurice Rattray, Defense Fisheries Administration; T. F. Sandoz, Columbia River Packers Assn.; Richard Bell-Irving, H. Bell-Irving Co.

Second Panel—William Calvert, Intercoastal Packing Co.; A. C. Staley, Kenneth Norris and E. A. Gross, all American Can Co.

Third Panel—John T. Tenneson Jr., Columbia River Salmon Co.; H. M. Blinn, Continental Can Co.; Graham Barbey, Barbey Packing Corporation; Robert Thrall, Columbia River Packers Association.

Fourth Panel—B. Nordquist, D. K. McDonald & Co.; Claire Kidd, National Bank of Commerce; Milton G. Brown, Ellamar Packing Co.; Frank Wright, Pyramid Fisheries Co.

Fifth Panel—S. E. Stretton, Standard Oil Co.; E. M. Brennan, Haines Packing Co.; Seton Thompson, U.S.F.A.W.S.; Jack Brennan, Haines Pkg. Co.

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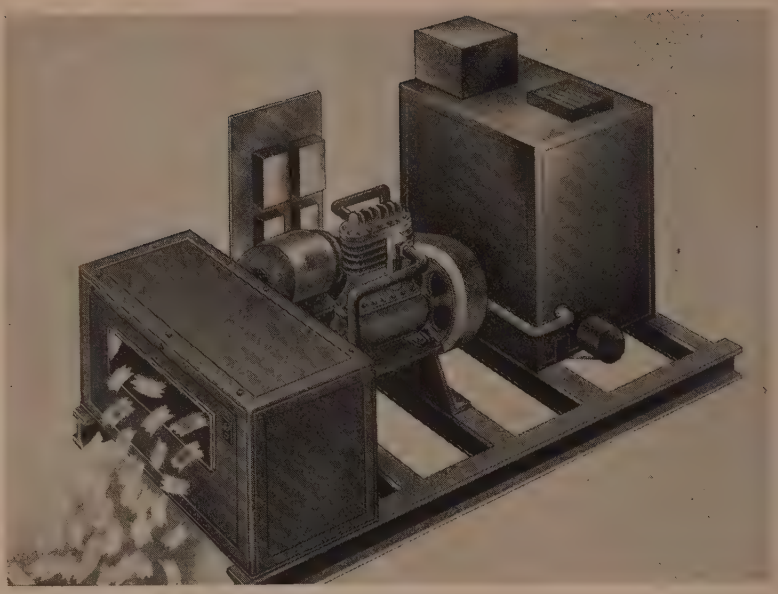

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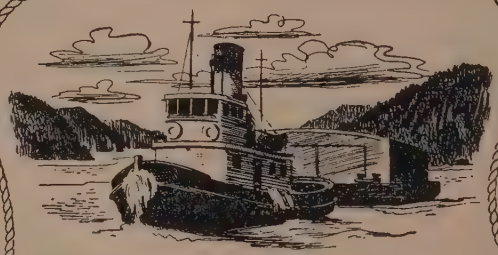

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Top Panel—John N. Plancich, Fishermen's Packing Corporation; H. A. Eggers, president, Continental Can Co.; Capt. Don S. Davis, P. E. Harris Co.; Oscar Bergseth, New England Fish Co.; Frank Mechem. Bogle, Bogle & Gates; Harold Synnestvedt, New England Fish Co.

Lower Panel—Charles E. Jackson, National Fisheries Institute; R. Starr Farish, New England Fish Co.; Walter P. Shiel, W. P. Shiel & Co.; Steele Culbertson, Alaska Salmon Industry; William B. Wootton, Columbia River Packers Association; J. T. Yolland, Continental Can Co.; H. O. Low, H. E. Harris Co.; C. F. Below, C. F. Buelow Co.

situation. Now more than ever we need cooperative, energetic action."

"Our problems are basically the same," Francis Millerd, president of the Fisheries Council of Canada, told the American canners. "We solve them best by united action; and if we have differences let us deal with them intelligently and in the open.

"We share together the world's most important fisheries. Let us prove ourselves big enough for the trust."

"Battleground for Labor"

Mincing no words, W. C. Arnold, manager of the Alaska Salmon Industry, told the canners they "face a gloomy prospect."

"Year after year," he said, "we have ridden the economic upswing of war inflation; but this year no upswing has come, and none is in prospect.

"We face trouble from over-exploitation of the resource as result of an ever-increasing production potential.

"Exploitation expands at a time when the resource dwindles.

"We have become a battleground for combat between the forces of labor.

"We have been carried along by the tide of an inflation-prosperity—which now seems over."

Federal Officials Believe Progress Being Made

A hopeful view of the possibility of restoring the productivity of the Alaska salmon fisheries was taken by Seton Thompson, chief of the Alaska Division of the Fish and Wildlife Service, who expressed the belief that Pink salmon runs "are now well on the way to recovery" as result of the policy of not fishing the early runs.

"We have had poor runs, but the runs *can* be restored and maintained," he said, "although not by the Fish and Wildlife Service alone. The achievement will require serious cooperative effort—we *know* that approach is productive, and that through it the Alaska salmon resource can again be made fully productive."

"We have a new problem, resulting

Top Panel—Donald V. Cawley, Container Corporation; A. L. Rogers, Scow Bay Packing Co., winner of the Miller Freeman trophy; Lawrence Calvert, San Juan Fishing & Packing Co.; Jack Hanover, Egegik Packing Co.; J. N. Hyland, B. C. Packers; Angus Finlay, Nelson Bros. Fisheries; Neville Gerrard, B. C. Packers; Arthur Sager, Fisheries Association of B. C.

Lower Panel—J. E. Richardson, The Linen Thread Co.; Edward Cunningham, Pacific Marine Supply Co.; D. L. Malcolm, president, The Linen Thread Co.; Philip Andrews, Pacific Marine Supply Co.; Sam Rubinstein, Farwest Wrangell Co.; Fred Buhrman, Farwest Fishermen, Inc.; Joseph Walsh, Peoples National Bank.

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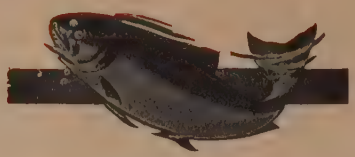

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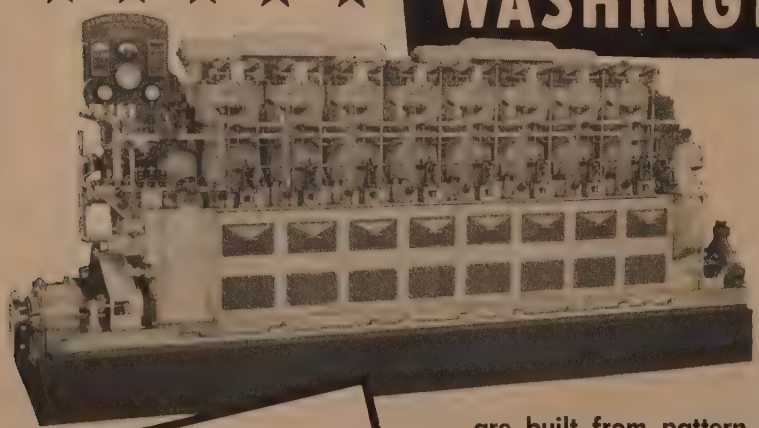

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Range of models from three to eight cylinders, 90 to 1000 horsepower, 277 to 450 rpm.

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Top Panel—E. E. Murray, Bristol Bay Packing Co.; August Buschmann, Aleutian Cold Storage Co.; G. B. McKay and T. K. Milne, The Canadian Fishing Co.; Walter C. Meredith and William Frankland, both of Kelley-Clarke Co.

Middle Panel—B. Lou Thrailkill, Salmon and Tuna Sales Co.; Alan Dehn, Dehn & Co.; J. S. Wilkinson, Alaska Packers Association; C. F. Johnson, Port Ashton Packing Co.; Frank Wright, Pyramid Fisheries Co.; Arthur McGovern, McGovern & McGovern.

Lower Panel—A. G. Clark Jr., Oregon Marine Supply Co.; B. B. Bradley, Plymouth Cordage Co.; Orin Kuhnley, Frank C. McConaghy and Varne Paulson, all of Whiz-Halferty Canneries, Inc.; Nick Bez, P. E. Harris Co., Inc.; D. E. Skinner, Alaska Steamship Co.

from a tremendous increase in gear and fishing pressure," Clarence Rhode, Alaska regional director of the F.A.W.S., told the canners. "Despite rigid regulations, in some cases this fishing pressure in 1951 took twice as many fish as would appear to be a sound harvest."

In view of this increased "pressure," Mr. Rhode told the canners: "You will have no end of problems."

A liberal attitude toward the fisheries can be expected in the operation of the Controlled Materials Plan, the canners were told by Maurice Rattray, assistant director of the Defense Fisheries Administration, who gave them a simplified summary of the equipment and materials supply situation and the means by which the fisheries best can avail themselves of its protections for enterproses of such seasonal and essential character.

O. E. Shostrom, Northwest Branch chemist and chief salmon examiner, said that the season's examination convinced him more than ever before of the necessity of *immediate* freezing of fish refrigerated for subsequent canning; and that the utmost care should be exercised in the refrigeration, storage and handling of fish either frozen or iced for canning.

Fascinating facets of Fraser River Sockeye biology were shown the canners in a talk by Loyd Royal, director of the Sockeye Commission investigation.

"We have seen hundreds of fish produce thousands — and in some cases hundreds of thousands since Dr. W. F. Thompson pinned the blame for the Fraser's failure on Hell's Gate, and the fishways opened the river in 1945," Mr. Royal said.

"This year we started harvesting the early runs, taking a crop from races which have not been fished since 1913. We took a good harvest from these early races, and still have escapement twice that of 1947, the cycle year that produced them.

"Races that were called *'extinct'* are producing again; and the 1951 run was the best *of its cycle* since 1903.

"We will have our ups and downs—for Mother Nature is not always consistent—but our peaks will be getting higher and our dips not so deep.

"These new races are all producing at a 'dominant' rate. For a time we will have a condition of 'turbulence' in their productivity, but I think one year will eventually emerge dominant—a phenomenon we do not yet understand.

"We have much to learn. We need to know about dominance; and how races are tied-in with the yearly temperature cycle.

"We must be able to distinguish between races in the catch; we must be sure we do not injure productivity by our fishing and its control—that we do not catch all the best fish and let the abnormals, the late-comers reproduce the race.

"We do not know the tolerance limits of salmon toward temperature and other physical factors—that's important where dams are built.

"We need to know the facts relative to passing fish *up* and *down* dams, and we must know them soon.

"The Fraser Basin today is on the threshhold of great development. To deny that is to be blind. *A great share of the Fraser Basin's power can be developed without hurting the salmon,* but this achievement demands *vision, study* and *courage.*

"The power of the Fraser is strictly a Canadian resource. Its use and development is strictly a Canadian right and responsibility.

"The Canadian salmon canners are fighting a magnificent battle for the intelligent, far-sighted use of the Fraser in the ways which will hurt the salmon resource least. American fish-

ermen and packers will share in the benefits of this battle being made by the Canadian industry."

Entertainment features of the convention followed the time-honored pattern. Beside the golf tournament, there was the traditional second-day cocktail party for which the Pacific Marine Supply Co. and its associated companies were hosts.

The final evening of the convention was a gala affair with the American Can Co. and Continental Can Co. joint hosts for an informal reception and buffet supper with dancing. As he has done for years, Clarence Ederer of the R. J. Ederer Co. provided beautiful corsages for all ladies attending the convention to wear at the dance.

Weather for the entire convention period was ideal, with the crispness and color of Victoria at its best.

A. L. Rogers Wins Freeman Trophy In Salmon Canners Golf Tourney

A. L. Rogers of the Scow Bay Packing Co. won the Miller Freeman Challenge Cup, top trophy of the 25th golf tournament of the Association of Pacific Fisheries.

First Panel—Guy V. Graham, Libby, McNeill & Libby; A. W. Wittig, Port Ashton Packing Co.; A. W. Shiels, Pacific American Fisheries; S. T. Tarrant, Pacific American Fisheries.

Second Panel—Clarence Ederer, R. J. Ederer Co.; Royal Toner, president, National Fisheries Institute; B. A. Olsen, president, California Cotton Mills; Troy L. Carey, Fibreboard Products, Inc.

Third Panel—Barney Welsh, Icy Straits Salmon Co.; J. A. Green, Pacific American Fisheries; Laurence Ives, Columbia Steel Co.; C. W. Roberts, vice president, American Can Co.

Fourth Panel—Fred O. Parry, Snug Harbor Packing Co.; Otto S. Meltzer, R. J. Ederer Co.; Leo S. White, Oceanic Sales Co.

In the second division the Jack Horner trophy was won by Fred Buhrman of Farwest Fishermen, Inc.; and in the third division the Cres Hale Memorial trophy was won by J. E. Salmon of the General Fish Co.

Other winners, by divisions, with their prizes and the donors were:

First Division: Glen L. Groth, Chignik Fisheries Co., wrist watch, Continental Can Co.; G. B. McKay, The Canadian Fishing Co., barometer-thermometer, E. H. Edwards Company; William Calvert, Intercoastal Packing Co., two pieces luggage, Tubbs Cordage Co.

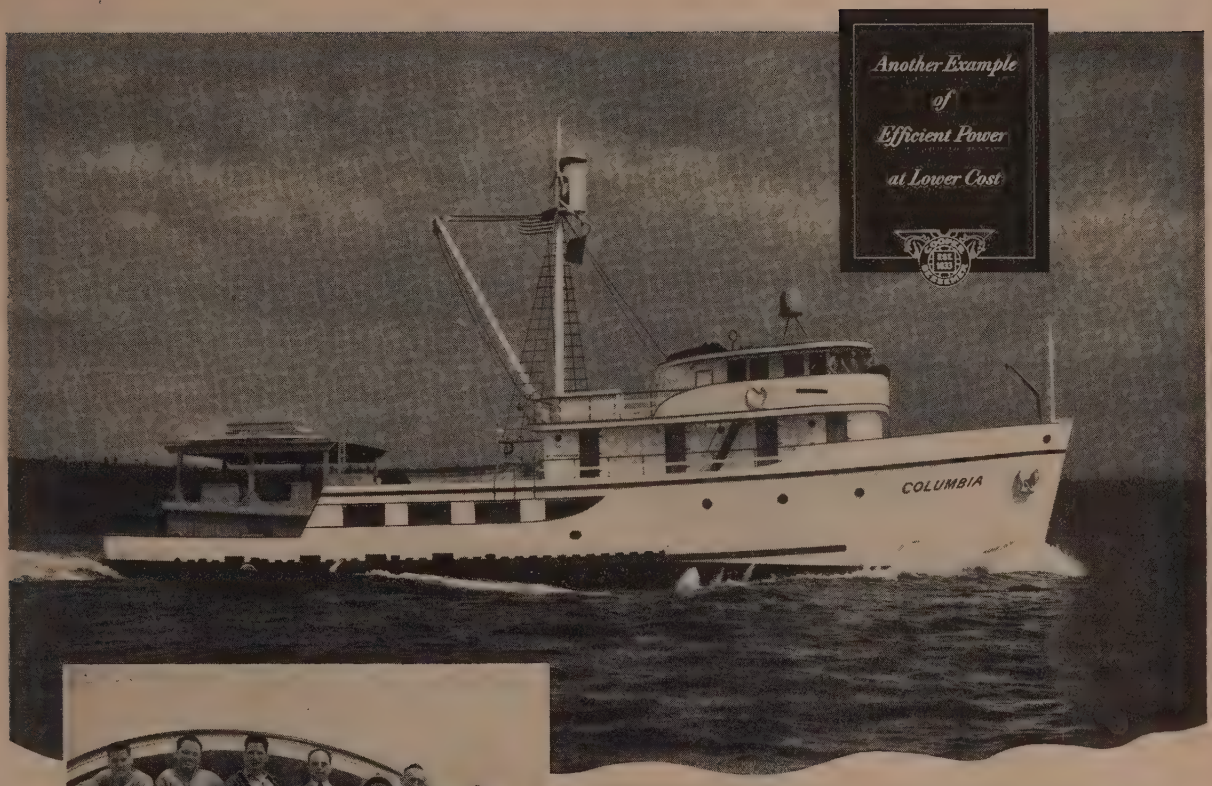
Second Division: Frank Wright, Pyramid Fisheries Co., binoculars, Pacific Marine Supply Co.; E. O. Paup, P. E. Harris Co., Inc., traveling bag, The Linen Thread Co.; W. R. Thrall, Columbia River Packers Association, silver tray, Container Corporation of America.

Third Division: D. E. Erickson, Northern Commercial Co., radio certificate, Standard Oil Co.; A. W. Wittig, Port Ashton Packing Co., desk set, Plymouth Cordage Co.; T. B. Milne, The Canadian Fishing Co., bag boy, Alaska Steamship Co.

Open Play: A. E. Allen Jr., Klawock Oceanside Packing Co., Arctic jacket, National Bank of Commerce; E. M. Brennan, Haines Packing Co., merchandise certificate, Columbia Steel Co.

Associated Industries: R. M. McPherson, Continental Can Co., sportster, Association of Pacific Fisheries; C. W. Kidd, National Bank of Commerce, sportster, Northwest Branch, National Canners Association; Maurice Rattray, Anderson & Miskin, Ltd., golf balls, Association of Pacific Fisheries; O. H. Haskell, Peoples National Bank, golf balls, Northwest Branch, National Canners Association.

Ladies Prizes: Mrs. Fred Gunderson, Independent Salmon Canneries, clock, Seattle First National Bank; Mrs. Aubin Barthold, Alaska Packers Association, steak knives, Fibreboard Products, Inc.; Mrs. W. R. Thrall, Columbia River Packers Association, figurine, R. J. Ederer Co.; Mrs. W. H. Lilly Jr., figurine, R. J. Ederer Co.; Mrs. R. Starr Farish, rug, California Cotton Mills.



New 107-ft. tuna clipper, "Columbia", designed and built by Puget Sound Boat Building Co., and owned by Frank M. Perry, Edward X. Madruga and associates.

Left to right: Jim Petrich of Puget Sound Boat Building Co.; Al Brum; Art Sousa, Engineer; Frank Perry, Managing Owner; John Petrich, also of Puget Sound Boat Building Co.; and Frank Valin, skipper.

IN THE STURDY, NEW COLUMBIA

. . . they bank on smooth Cooper-Bessemer power

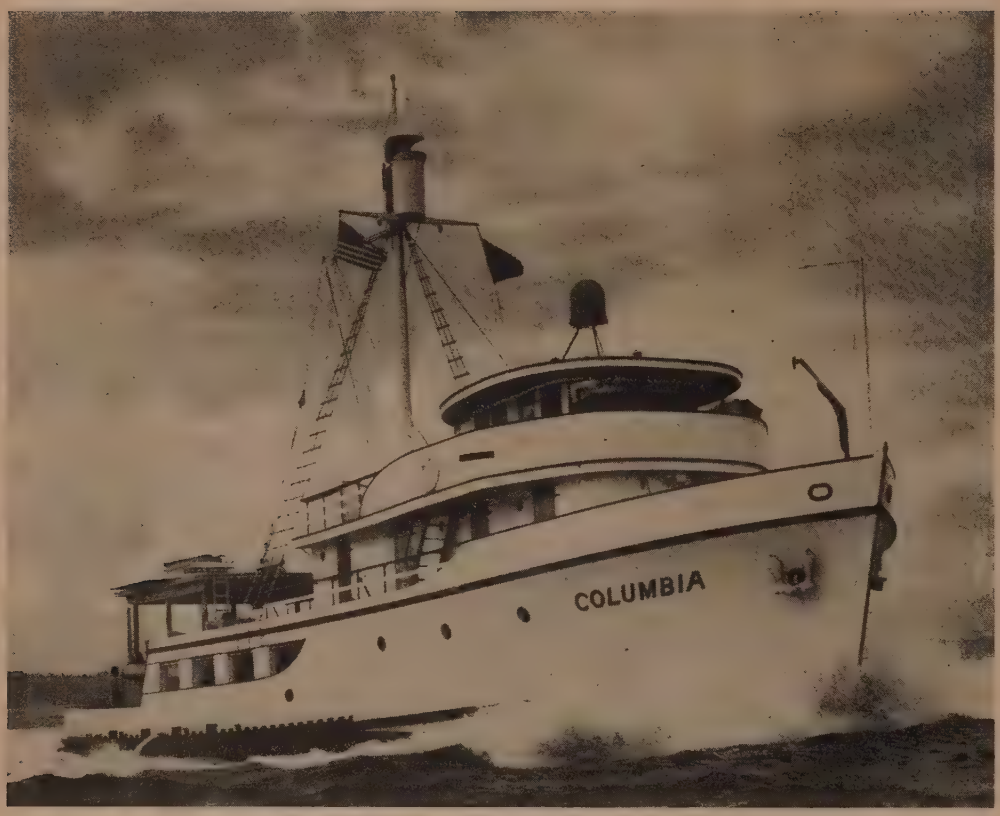
• An outstanding new tuna clipper — already admired for her fine lines, sturdiness and stability — has now joined the West Coast fleet . . . the 107-foot "Columbia". From bow to stern, the "Columbia" is as modern as they come . . . ready for years of efficient, *profitable* operation.

And, like so many fine vessels all along our coasts, the "Columbia" is Cooper-Bessemer-powered. There's no better way known to cinch high availability and low operating costs.

The Cooper-Bessemer Corporation

MOUNT VERNON, OHIO — GROVE CITY, PENNA.

New York, N. Y. Washington, D. C. Gloucester, Mass. San Francisco, Calif.
Houston, Texas Seattle, Wash. Los Angeles, Calif. Chicago, Illinois
St. Louis, Mo. Cooper-Bessemer of Canada, Ltd., Halifax, Nova Scotia
Calmes Engineering Co., New Orleans, Louisiana



Booming into the swells under the smooth thrust of of her 600-hp. diesel, "Columbia" logs better - than - average speed on her trial run in Puget Sound. Note how her stern rail runs close to the water in perfect attainment of fishing trim.

"COLUMBIA"

Sound, Stable and Sturdy, Built to Catch and to Carry

"Sound, sturdy, stable, and built to carry a load—that's what we wanted in a clipper, and that's what we have in *Columbia.*

"Moreover, those are the important things to emphasize when you write an article about a clipper. Those are the things that experienced fishermen think of first."

It was Capt. Frank M. Perry talking as he checked the last-minute work on *Columbia,* the 107-footer commissioned for himself and his associates by Puget Sound Boat Building Co., Tacoma, this fall.

"We wanted the *sturdiest* boat in the fleet, and I think we have it. We wanted a *stable* boat, and her inclination tests proved that we got it. We wanted a *carrier,* and she'll pack 210 tons in 107′ of length. How's that for capacity?

"How did we get this capacity in a wooden craft 107′ long? Well, we had James Petrich, the Puget Sound yard's naval architect, give her 14½″ more beam than is usual in this length. That makes a 26′ beam, and produces a hull section which contributes importantly to strength, stability and the capacity for carrying.

"Slow? Not at all. On her trials she turned-in a half-knot better speed than the average for comparable vessels. How was this achieved? By refinement of her lines, by a sweet but scientific run to the wheel.

Columbia is commanded by Capt. Frank Valin, one of her owners, and formerly skipper of the *Sun Glow.* Her chief engineer is Art Sousa, forfer chief on the clipper *MoMndego,* which also came from the Puget Sound Boat Building Co. ways. Among the owners is Capt. Eddie X. Madruga, one of the best-known of tuna skippers.

Plywood Deck Is Featured

The *Columbia* has many features beside the strength, stability and capacity emphasized by Capt. Perry. Structurally, one of the most notable is the use of waterproof plywood for the upper deck. This construction was adopted for strength and lightness, but most of all for *tightness.*

Four key men on "Columbia" — Capt. Frank Perry, left, heads the syndicate of owners. Next to him is Capt. Frank Valin, master of the clipper; then her builder, John Petrich, manager of Puget Sound Boat Building Co;. and finally Art Sousa, chief engineer.

Capt. Perry makes a particular point of this: "Under tropical conditions its most difficult to keep the upper deck tight. Blistering heat dries wood and cooks seams open; then we run into rain or boarding seas and leaks develop in the house and upper engineroom. So we turned to waterproof plywood, and I'm sure have solved the problem."

The material used on the deck is "Super-Harbord," two ¾" thicknesses laid in waterproof glue, and finished with a non-skid paint.

Power to drive *Columbia* comes from a 600-hp. Cooper-Bessemer diesel, a trim, smooth motor which is flanked by a pair of General Motors auxiliary diesels driving 100-kw. Fairbanks-Morse generators. Main engine lubricating oil and jacket water are cooled in Wixkulers — specialized heat exchangers.

Motors and pumps throughout the clipper are Fairbanks-Morse, from the 20-hp. motors powering her three 5½ by 5½" refrigeration compressors to the 2-hp. motors on her brine-circulating pumps. Eight-strand Dodge V-belts drive the ice machines.

The Cooper-Bessemer's power is delivered to an Olympic wheel through a 5" Monel shaft turning in Goodrich cutless rubber stern bearings. Her bottom is protected by "Cape Cod" copper paint manufactured by American Marine Paint Co.

Radar Used In Fishing

Electronic equipment fits *Columbia* for the modern fisherman. A 1,000-fathom Fathometer taps out the depth beneath the hull and traces for her master the deep water edges where tuna are found, as well as the shoals and dangers of the coast and the fairway of the crowded harbor. There's a Photo-Electric Pilot for automatic steering on the long course of the tropics, and an Intervox direction finder to pin-point her position. Matching it is an Intervox radiophone.

The chart room carries also a radar set—useful for fishing as well as navigation. (Breaking tuna show as tiny pips on the radar screen far beyond the vision of the lookout in the crows-nest.)

Her deck gear includes a Northern anchor winch and Northern cargo hoist.

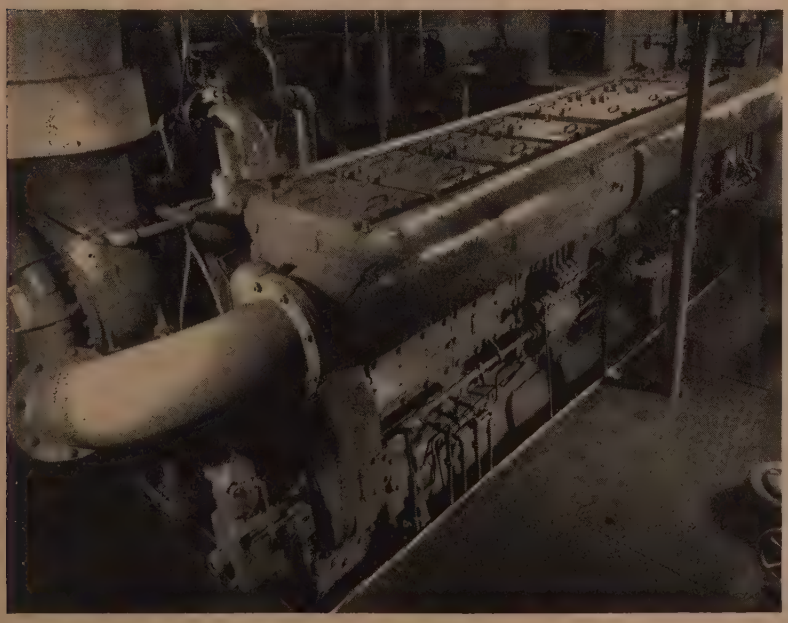
A Fish-Handling Feature

A feature for fish-handling is provided on deck, where a saltwater line forms a T at the after end of the bait tank, with the water discharge from either arm of the T pouring into the hinged metal flumes supported by the bait tanks.

After fishing has filled the deck and the fish are to be hurried below streams of water are turned into the flumes to sluice the fish along and deliver them by means of portable flumes to the proper cargo wells.

On the clipper's housetop is carried a 16' Kettenberg tender powered with a Chrysler engine with 12-volt Willard battery for starting.

The ample, convenient and well-equipped engineroom of the tuna clipper "Columbia" is dominated by this Cooper-Bessemer diesel, whose abundant power, with her carefully engineered lines, gave the vessel better-than-average speed, despite her exceptional beam and carrying capacity.

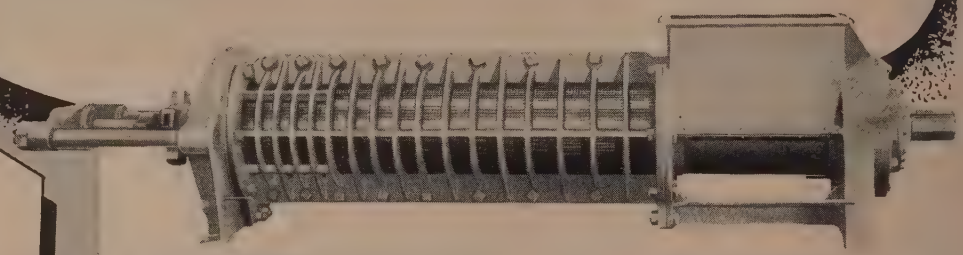


Rattray Now Consultant To Defense Fisheries

Maurice Rattray, president of Anderson & Miskin, Seattle, who has been assistant administrator in charge of operation of the Defense Fisheries Administration, with headquarters in Washington for the past year, shortly before presstime shifted his status to that of *consultant* to the D.F.A.

As such, Mr. Rattray will spend only a part of his time in the national capital, being available on call to advise and consult with the D.F.A. on matters of policy and application. He expects to spend a large part of his time on the Pacific Coast, where his exporting firm has offices at Seattle, Vancouver and San Francisco.

Enterprise Continuous Screw Presses Provide Maximum Extraction of Liquids



In 7 Models for capacities from 1 to 20 tons per hour.

EXCLUSIVE SCREW DESIGN provides continuous, high efficiency in de-watering, oil extracting, and dry caking. Enterprise engineering research and development has perfected these heavy duty presses for low pressure high capacity production. Easy accessibility for cleaning, servicing. Write for information.

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Sts., San Francisco 10, Calif.

Enterprise Process Machinery

FEDERAL TRU-PITCH PROPELLERS

up to 60"

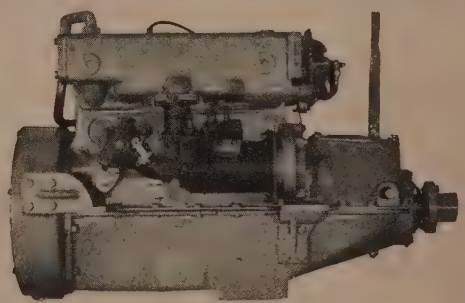
SWEETHEARTS of the COMMERCIAL FLEET

Built with perfect precision to eliminate vibration — from heavier than average patterns to withstand hard knocks, and cast from the toughest corrosion-resisting metal you have ever encountered. Next time you need a propeller try one of these sweet-running, long-lasting, money-saving wheels.

FEDERAL PROPELLERS
GRAND RAPIDS 3, MICHIGAN

NEW LATHROP LH-MASTER

70 HP. AT 2500 R.P.M.



A brand-new four-cylinder, four-cycle model with over-all length of only 38¼ inches. Cubic-inch displacement: 214. Weight 795 lbs. Write today for full details about the LH-Master or any of our

19 MODELS • 20 to 200 HP. • GASOLINE AND DIESEL

THE Lathrop ENGINE CO.
MYSTIC, CONNECTICUT
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Tuna Carry-over Whittled Down To 2 Million Cs., Figurers Find

Southern California's tuna industry should not enter 1952 with stocks in first hands much exceeding 2,000,000 cases, according to the industry's statisticians.

Sales of canned tuna are reported generally good over the country, the general consensus being that sales to consumers were as high as 10% over 1950.

By November packers estimated there were around 2,225,000 cases in first hands. The best figures added 550,000 cases to that for the final two-months' production.

Estimates vary as to consumer buying in 1950, but it is generally conceded to have been around 8,500,000 cases. This year there is hope that 9,500,000 cases will be sold. As an average—across the board—turnover nationally from wholesaler to retail trade is 700,000 cases monthly, and with Lent coming later next year, February 27, instead of February 9, the industry anticipates being in pretty good shape by early spring.

There is good reason for this optimism and here's why: With the outbreak of the Korean war, there was a tremendous surge in buying, wholesale, retail and consumer buying. There was real hoarding in those days.

When MacArthur announced he hoped to "have the boys home for Christmas" the bubble burst. Then came the real blow: Duty on canned tuna rose to 45% ad velorum and Japan particularly rushed such vast quantities to beat the duty by December 31 that total imports rose to around 1,800,000 cases for 1950.

Meanwhile, its own sales pipe lines jammed, and the fishing fleets demonstrating an outstanding ability to deliver the raw material, the Southern California industry had stocks in first hands variously estimated as high as 3,000,000 cases.

If the Japanese imports had been normally handled the situation might not have been so bad, but everybody, such as importers of other commodities, got into the act. These soon found themselves stuck with a product they knew nothing about; there was a lot of distress selling, and that raised hob with wholesale prices.

While packers, at the end of 1951 were still generally operating below the profit line, things look much brighter for 1952. Most of the surplus stocks have been sold—total imports of canned tuna, including bonito, should not exceed 750,000 cases for the entire year — and early 1952 should see plenty of tuna moving.

Best estimates are the Southern California industry will finish 1951 around 750,000 cases behind last year's pack of 8,029,507 cases.

Mexico's Pacific Shrimp Exports Running 17% Over Last Autumn

Mexico's Pacific shrimp fishery was in volume production by early November, and U. S. importers had received to date tonnage about 17% more than in the same period in the 1950-51 season.

Prices are markedly higher than last year, with under-15 quoted at 75¢ per lb., down to 40¢ for 43-65. Demand on the west coast was strong, but would probably weaken some as tonnage climbed. Some shipments were moving east and finding a receptive market.

Demand had been especially heavy on the west coast for the large counts, from 31-42 to 43-65, distributors being unable to warehouse any. The latter were very pleased with the high quality of the frozen product this early season, declaring the Mexican shippers were handling their shrimp better than ever before.

Pesquera de Topolobampo, S de R. L. Mexico's largest shrimp freezer on San Carlos Bay, Sinaloa, brought down Bart Hackney, Terminal Island fishery laboratory specialist, to educate personnel at the freezer to conform with the highest standards of U. S. handling and freezing of fish products. Others all along the coast were improving their techniques.

Marine Products Company, U. S. importers of "Ocean Garden" shrimp from Pesquera de Topolobampo, reported receiving their 32nd carload from there by November 1.

The extensive shrimp fishery was opening up all along the line. Freezers at Guaymas were operating at capacity. Pesquera E Industrializadora de Guaymas, producing "Guaymex" and other brands for Fortuna Foods Inc., had its big freezer ship *El Guaymense* in Guaymas Bay, augmenting production of the 5-lb. layer pack carton.

Wilbur-Ellis Company reported Productos Congelados at Guaymas was in full production with "Southern Star" and "Southern Seas"; and that fishing at Mazatlan was just beginning to open up. Parrott & Company's operations are being handled this season by Kourlouris & Caseratto, Los Angeles.

Fresh shrimp imports of more than a quarter million pounds, were being extensively used by Central Fish & Oyster Company, for its "Blue Diamond" brand, frozen, processed and packaged in its Los Angeles plant.

As November advanced the northern section of the Gulf of California in vicinity of Rocky Point, also opened up and segments of the trawler fleet transferred operations up there.

Salmon Sales Seasonally Draggy

Draggy pace of the salmon market at presstime was attributed by objective observers to (1) a lull for digesting the heavy ration of Chums taken aboard during the fall at the $16 price; (2) to that seasonal something which deadens the demand for fish during the holidays.

Pinks, which are the principal item available in volume, looked up a lot which the price for standard Chums moved up confidently to $17.50 early in November. This price seemed thoroughly established, and there was nothing in the fall-packing picture to weaken it. While it is true that there were a few thousand cases of Chums packed in the coastal areas, and that some of these were still unsold at presstime, with a $16.50 price tag, the volume was not great and the goods about gone.

The spread of $3.50 between prime Pinks—and the 1951 Pink pack undoubtedly was good in quality—and standard Chums was attractive to a fair volume of business late in November, particularly where bookings were for December shipment, to arrive after the first of the year.

SEATTLE MARKET

Prices openly quoted at Presstime, f.o.b. Pacific Northwest terminal points, in cases of 48s.

SALMON	Ceiling	Quoted Price
Red, tall	$32.00	$32.00-$31.00*
Red, half	19.25	18.00
Pink, tall	21.00	21.00
Chum, tall	19.00	17.50
Coho, tall	25.00	25.00
Coho, half	15.00	13.00- 15.00
Chinook, fcy.	23.00	21.00- 23.00
Sockeye, hf.	22.00	20.00
Sockeye, mf.	21.00	19.00
ALBACORE, fcy.	——	13.25- 15.00
CRABMEAT, half	——	28.00

British Columbia Chum pack for 1951 was no more than normal, with virtually no fish available for shipping to the United States fresh for canning on Puget Sound.

The scant supply of Alaska Red talls are all quoted at $31, and Coho talls are tightly held at $25.

Attractive pricing of halves in most grades has moved these goods in rather substantial volume, cutting rather deeply into what once were considered as over-heavy stocks of halves. Utter lack of supplies of Red talls have brought halves Red into focus, and chain stores report rather surprising into-consumption movement of halves.

Shellfish Specialists Join Sales Staff

Reinke & Amende, Inc., Los Angeles seafood brokers last month added two additional members to the staff. John Cretti, graduate of the University of Mexico, whose thesis for his degree was on Mexico's Pacific shrimp fishery, was being given six months training in sales and production techniques before being sent to the Gulf of California.

There he will act as liaison man between producers of "Ocean Garden" shrimp and Marine Products Company, U. S. importers. Reinke & Amende are Los Angeles and San Francisco brokers for "Ocean Garden," as well as other fishery lines domestic and international.

The other new member is Al Larson, formerly with R. M. Sloan Company, who will do specialty work on Wakefield King crab sales.

Short Sardine Prospect Suspends Sales Offers

Southern California packed only 1,387,763 cases of sardines during October, initial month of the season, with a gross catch 41,557 tons below last October.

Expecting a much reduced pack from 1950, all packers withdrew from the market, both domestic and export by November 1. Previous to that domestic quotations had been: Talls, $5.50; Ovals, $7.75.

Within a couple of weeks some packers came back into both domestic and export, but at quotations close to ceiling. (Ceilings differ considerably for various packers.)

While the domestic demand was building up strongly at the end of October, the export market was not so firm. It was believed a number of exporters still had stocks on hand from last season's tremendous pack.

The Philippines was reported to have come in for 250,000 cases; other parts of the world were showing some interest and it was felt the canned sardine market would be particularly strong by the first of 1952.

Whitney's Quality

Whitney's—Alaska Red Sockeye
Whitney's Best—Blueback and Chinook
Red Rambler—Fancy Cohoe Salmon Steak
Golden Shore—Chum

WHITNEY & COMPANY
Seattle, Washington

Southern California Canned Fish Prices

Quoted f.o.b. at presstime.

TUNA

Advertised brands:

White Meat, Fancy	$15.00
White Meat, Standard	$14.50
White Meat, C&F	$13.00
Light Meat, Fancy	$13.00-$14.00
Light Meat, C&F	$12.00
*Light Meat, Grated	$ 9.00-$10.00

Private Label:

White Meat, Fancy	$13.00-$14.00
White Meat, C&F	$12.00-$12.50
Light Meat, Fancy	$12.50-$13.25
Light Meat, C&F	$10.50-$11.25
Light Meat, Grated	$ 9.00-$10.00
D & L	$ 8.00

*Secondary labels.

TONNO

½s. 48	$14.50-$15.25
¼s. 100	$15.75-$16.00

MACKEREL

Pacific, talls/nat., 48	$6.75
Jack, talls/nat., 48	$6.00
†Jack, ovals, t/s, 48	$7.50 to $8.00

†Export pricing.

SARDINES

All packers withdrawn on November 1. Estimates on re-entry:

Ovals, t/s, 48	$7.75 to $8.00
Ovals, t/s, 48	$ 7.75-$ 8.00

#Generally speaking ,these prices are under ceilings, which vary with individual packers.

AT YOUR NEIGHBORHOOD FOOD STORE!

Canned Salmon and Tuna
—Factors for 32 Years—

F. A. GOSSE COMPANY
1800 Exchange Bldg.
Seattle 4, Wash.

The BUYERS' CORNER

In an effort to make the Food Fish Marketing feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.

You May Have Read—

Some stories in the newspapers about the discovery of large beds of shrimp off the coast of northern California and Southern Oregon—

But don't wire your brokers to ship you samples. A letter by regular train mail will get there in plenty of time—a year or two ahead.

It is true that some interesting discoveries have been made by exploratory vessels; but there has been no commercial production, and won't be for months.

Moreover, the shrimp aren't what you probably expect. They are little fellows, like those they get in Alaska; tiny pink bits, as much smaller than a Gulf of Mexico shrimp as that creature is smaller than a Gulf of Maine lobster.

Here's the Pitch on Pacific Ocean Perch

What is it? Well, it's exactly like the Atlantic Ocean Perch, so much so that their mothers couldn't tell 'em apart. It takes a *scientist* to do that.

There's considerable difference in *size*, however. Pacific Ocean Perch fillets run 5 to the pound on the average.

Why aren't you getting any? Well, the Pacific trawl fishermen think they have a pretty fancy article that is worth more to them than the Gloucesterman gets for his fish. This naturally has put the Pacific producer at a disadvantage which has kept his output thus far in the class with pinenuts, so far as volume is concerned.

But, brother, they're out there. Experimental trawling off the Oregon Coast has proven perch down to 500 fathoms, which is 3,000′ ashore—and that's *deep*.

Then there's a little matter of labels, and their delivery, which is holding the perch back from market —but you'll be seein' them soon.

Pacific Oysters Prime

Don't know if you're interested in Pacific canned oyster—superior article though they are—but we hear that the canning quality of Pacifics this fall has been about the best the industry has ever known. Sometimes it isn't possible for conscientious packers to can Pacific oysters until after the first of the year, due to slowness in fattening.

But this season it's been different, and even the most particular of packers has been putting up a prime fall pack.

"A NEW HIGH IN QUALITY"

CALIFORNIA TUNA CANNING CO.
P.O. BOX 13074, SAN DIEGO 13, CALIF.
EARL M. NIELSEN, PRESIDENT

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Kelley-Clarke Company Moves Seattle Offices

The Kelley-Clarke Co., Pacific food brokers, moved their Seattle headquarters Nov. 24 from the American Building to fine new quarters in the city's "south end" food distribution district.

The new address is 2460 Sixth Ave., South, Seattle 4. The Kelley-Clarke Co. offices occupy the second floor of a new building.

W. W. Durney, president of Griffith-Durney Company, last month was named chairman of the united Republican finance committee of the Los Angeles division of the national Republican committee, for the commercial fishing industry. Mr. Durney is working with leaders in all phases of the industry in Southern California on matters of finance and other activities.

Quality
Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Canada's Fish Trade With U.S. $38 Million in First Half-Year

During the first six months of 1951, Canadian fisheries exports to the United States were valued at $38.4 millions, almost 95% of which representing products consigned initially to points in New England, New York state, Chicago or the Pacific seaboard.

More than 50% in value went to the New England states and New York and about one quarter into six states in the Great Lakes region, one seventh to the Pacific coast states.

Certain qualifications must be recognized, however, in considering these figures. Because of the seasonal character of fisheries production, the distribution pattern for a full year is likely to be different from that for six months. More important still, the data shows distribution only to the first destination in the United States.

According to a survey made by the Canadian fisheries department, Pacific coast states receive very little Canadian Atlantic fish in any form, whereas New England and New York state receive on first consignment about one quarter of the British Columbia exports of whole or dressed seafish, and more than one third of the whole or dressed fresh-water fish from Inland Canada.

Almost all of the Pacific dried salt herring goes into the eastern region, as well as two-thirds of the pickled salmon. The Great Lakes area receives about 80% of the smoked salmon, about one quarter of the pickled salmon and 15 to 17% of the fresh or frozen seafish imported from British Columbia.

Pacific halibut and fresh or cured salmon, being relatively high in unit value, are better able to bear the cost of transportation over the long distance involved.

VALUE OF CANADIAN FISHERIES EXPORTS CONSIGNED TO FIVE CITIES IN THE UNITED STATES

	January-June, 1951				
Classification	Boston	New York	Chicago	Seattle	Detroit
All Forms	$8,283	$6,174	$2,977	$2,921	$2,597
Fresh and Frozen	4,064	3,960	2,580	1,488	2,482
Cured	296	1,177	198	75	66
Canned	29	39	5	12	.....
Shellfish	3,703	952	187	47	45
Miscellaneous	191	46	7	1,299	4

Edward H. Coale has joined the frozen food brokerage firm of **Gordon D. Murphy, Inc.,** New York City, effective October 15th. This announcement was made by **Victor L. Zimmermann, Jr.,** Secretary of the corporation, who advised that Mr. Coale comes to the company with considerable experience and success in the frozen food field. Mr. Coale will specialize in sales of retail fish and shellfish items to chain stores and distributors, and will also assist in promotion and sales of institutional fishery products handled by the firm.

ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
260 West Broadway, N. Y. 13, N. Y.

Mexican Pacific Shrimp Prices

Prices quoted at press time, f.o.b. storage West Coast, for fancy, premium brands, layer pack:

	Per lb.
Under 15	75¢
15-20	65¢
21-25	60¢
26 30	50¢
31-42	45¢
43-65	40¢

West Coast market strong; east coast somewhat weak due to large shipments from the Gulf of Mexico. Some slight weakening of prices were anticipated as volume increased from the Gulf of California, following opening of ocean fishing, October 1.

C. F. BUELOW COMPANY, INC.
Distributors:
ALASKA and PUGET SOUND CANNED SALMON
NORTHWEST TUNA and CRABMEAT
SMITH TOWER MAIN 4464 SEATTLE 4, WASHINGTON

California Mackerel Pack Nears 1 Million Cases

While the mackerel tonnage for California was running considerably behind last year in November, the pack was in healthy condition and was approaching 1,000,000 cases.

The total for 10 months was 53,314 tons, against 65,014 last year; the case pack, 905,069 against 1,218,247 cases. October deliveries totalled 10,972 tons for Southern California, with 216,034 cases packed.

Difference in 1951's mackerel situation is found in the September production. The previous year all of California had 25,844 tons, against this September's 5,923 tons. Last September saw 6,660 tons of Pacific mackerel delivered to Southern California canneries. This year there has been little Pacific.

With a looming shortage of sardines, the mackerel market will benefit. By November 1, Pacific, 48s, were being quoted at $6.75 to $7.00; Jack, 48s, $6.00, and the export item of Jacks, oval t/s, 48s, at from $7.50 to $8.00.

B.C. Packers Acquire Second Eastern Plant

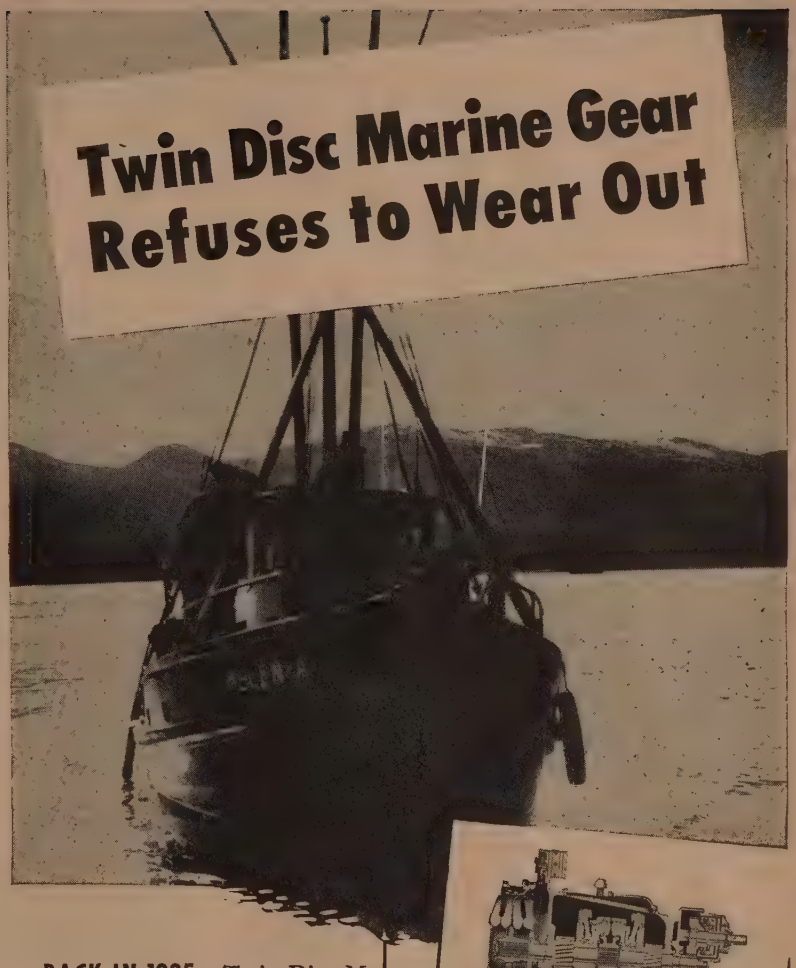
B. C. Packers, Ltd., has strengthened its position on the Atlantic coast through purchase of the fish processing plant of R. E. Jamieson Co. at Canso in northeastern Nova Scotia.

President John M. Buchanan of B. C. Packers, whose principal operations have been confined to the Pacific coast, said that when floating and other equipment have been added to the Canso plant it will represent an investment of about $750,000.

The Jamieson company has been processing fish in frozen and smoked form, and it is the purpose of the new owners to install a one-pound fillet line.

This is B. C. Packers' second plant acquisition in Canada's east coast province. A year ago a fish processing operation at Clarkes Harbor was taken over. The two moves are in line with the company's program of expansion and diversification of production.

"Puss'n Boots," Nationally distributed cat food produced by Coast Fisheries, division of Quaker Oats Company, Wilmington received a good advertising boost last month in a newspaper tie-in with release of a new motion picture "Rhubard," featuring the "millionaire tomcat" of that name. **J. R. "Racey" Biven, Lee Irish** and **Ralph Kemmerer** pulled a good exploitation stunt for their product there.



BACK IN 1935 a Twin Disc Marine Gear was installed in the fish tender and cannery supply boat "Malco." Three years later the same gear was transferred to a sister boat, the "Helen A."

Today—after 16 years of continuous operation—this Twin Disc MG-60 Marine Gear still gives steady service to the "Helen A" in her rugged work out of Ketchikan, Alaska.

Such examples of proved dependability over a long worklife are typical of Twin Disc Marine Reverse and Reduction gears in service everywhere!

NEW MGH-220 and MGH-340

(illustrated) retaining all famous Twin Disc Features with added fluid drive performance . . . dampens out engine pulsations, absorbs propeller shocks!

Offered with optional HYDRO-TROLL Drive, a unit which varies the fill in the fluid coupling thus, in effect, increasing effective gear reduction so engine can turn at non-fouling speed, even when propeller rpm is cut to trolling requirements.

MGH-220 is rated at 185 hp at 1800 rpm for continuous duty; up to 230 hp at 2100 rpm intermittent. MGH-340 is rated at 315 hp at 1200 rpm.

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UNITED STATES RUBBER COMPANY — US — TRADE MARK

RUFF-N-TUFF EUREKA SUIT (left) of cold GR-S Rubber has 30" *Jacket*. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT (right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

HIGH VISIBILITY YELLOW also available

UNITED STATES RUBBER COMPANY
Rockefeller Center, New York City

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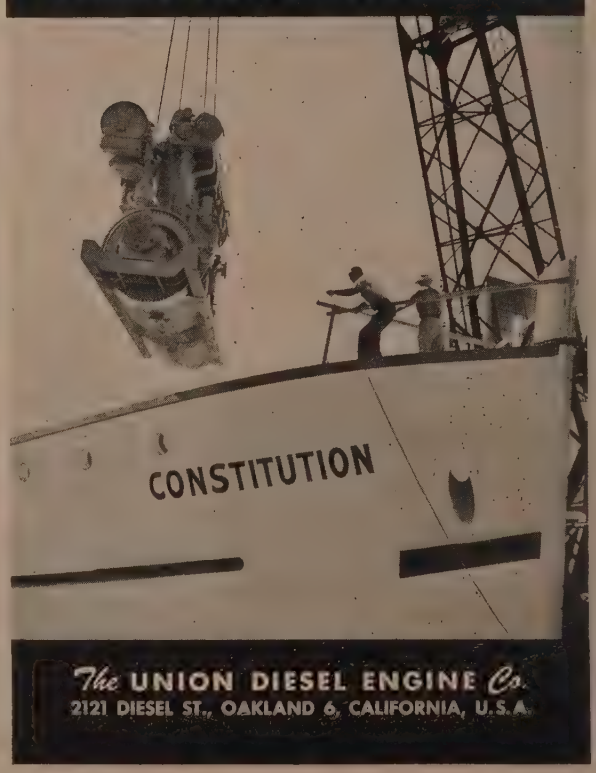


The **UNION DIESEL ENGINE Co.**
2121 DIESEL ST., OAKLAND 6, CALIFORNIA, U.S.A.

West Coast Corporation Unveils Its Tuna Can-Packing Invention

West Coast Packing Corporation, Long Beach and San Diego, packers of "Far-Famed" canned tuna and "Genova Tonno," has developed within its organization an automatic packing machine handling fancy and chunks and flakes. The machine, plant executives declare, achieves a pack identical with hand packing, with no disturbance to muscle structure of the fish.

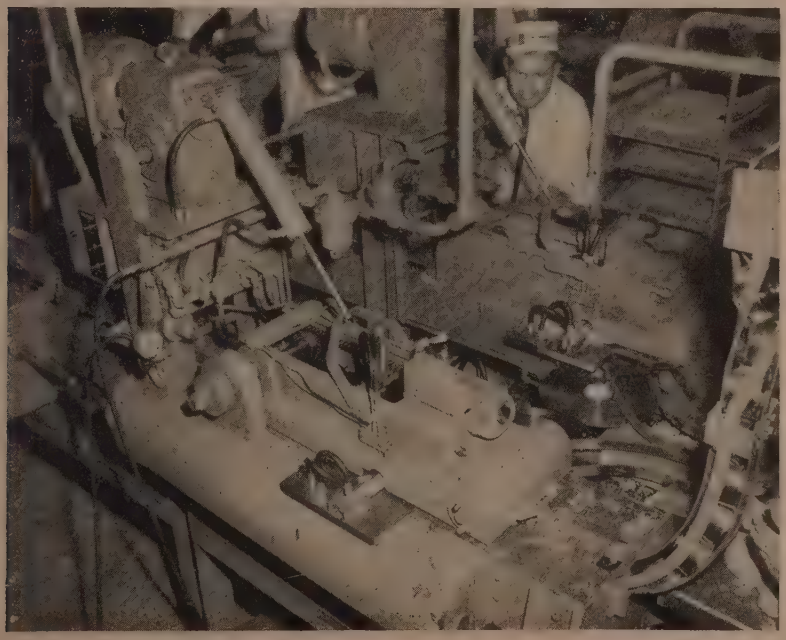
The company engineers have been working to perfect the machine, known as the "Davey Packer," for some years and the ultimate result represents a huge investment for engineering research and construction. The automatic machines operate in pairs. Patents have been secured.

Simplicity is the keynote, in which a marvel of synchronization is demonstrated by a combination of electric and pneumatic energy. At no time during passage of tuna loins through the machine is any undue pressure put on the fish structure.

The end result is a "relaxed" block of solid tuna loin dropped easily into the can as if by a skilled packer's hands. Moreover, by a quick, simple adjustment, the mechanism can be converted to handle the chunks and flakes pack.

Initial operation for the West Coast Packing Corporation's automatic tuna packer is the placing of loins into this 30-degree angle, 6" moving stainless steel belt, for compressing and cutting the fish into rectangular shape, the block being sufficient to fill two ½-lb. cans.

Top quarter view of right and left hand packing units, showing the filled-can discharge conveyors feeding into a single belt for final packing procedure of oil, salt and closing. Empty can conveyor is shown at extreme right entering the machine. Note the combination of electricity and air cylinders to actuate and synchronize the various packing steps.



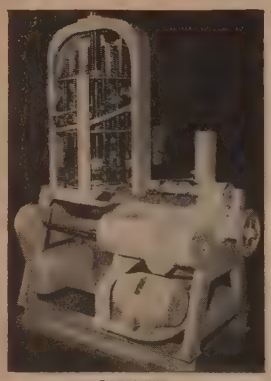
In the operation loins are placed in an angled, moving feed tray of stainless steel. As the fish is advanced forward it is compressed into a rectangular block, 3" by 6" and 1⅛" thick.

At bottom of the feed belt a reciprocating knife with a narrow, double-edged blade operates horizontally, cutting the loins on both forward and back strokes.

Square Blocks Shaped By Semi-Circular Molds

Blocks of tuna equivalent to two ½-lb. cans of fish drop out on another belt moving at right angles, and proceed toward the packing end of the machine. Here the fish block is divided by another reciprocating blade, and each half then is formed into a cylinder between shuttling and semi-circular molds and deposited by plunger into a waiting can.

Empty cans enter the machine by gravity, passing onto a rotor with holes to receive the cans. This rotor, actuated by a reciprocating air cylinder, turns 90 degrees at each movement. It is connected with a latch which positively positions the rotor and can mechanism to synchronize



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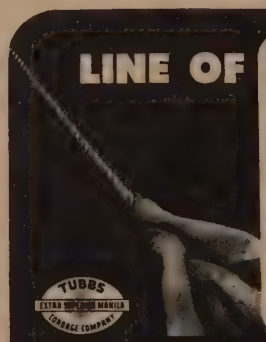

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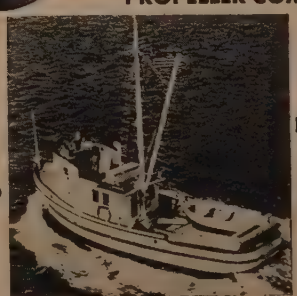

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Looking into the packing chamber, with the top head raised into cleaning position. All parts above the flat plate are nested and can be lifted out for cleaning. Note in dead center the 3" by 6" block of fish and next to that, between the reciprocating air cylinders the shuttling semi-circular forming molds. Immediately above, in lifted head, is shown the final cutting knife which not only divides the fish block, but also moves one ½ lb. portion into position for the forming molds. To right of knife is shown the plunger which drops the circular block of tuna into the waiting can, positioned below on a rotor, revolving 90 degrees at each movement.

with the plunger. Four solenoid valves operate the entire machine and electrically synchronize all air functions.

Red Salmon Quota For Cook Inlet Finds No Friends at F.A.W.S. Hearing

Red salmon quota system—offered by the Fish and Wildlife Service as a solution for the fishing pressure problem on Cook Inlet—found no friends at the Seattle hearing in November.

Local operators and set-netters alike castigated the quota plan as discrimating in favor of the drift gillnetters whose entry into that district has precipitated change in what for years was the best-sustained and most consistent district in the Territory.

Drifters were not represented at the meeting, or else their spokesmen chose to pass.

The Service proposed a 1,500,000-fish quota for Reds, applied by weeks after the pattern of the run in former years.

Those who spoke at Seattle contended that this would favor the drifters, as they would exhaust the weekly quotas before the fish ever got to the setnets or traps.

Another proposal would space traps one mile, instead of 2,599′, eliminating a number. Other gear would be spaced 750′ instead of the present 600′.

Setnet spokesmen favored the wider spacing for traps, but thought increase between setnets would "create turmoil."

Opposition to the quota system was based not alone on the charge that it would discriminate in favor of the drifters, but also that it would prove unworkable because of inability to get reports on the catch fast enough, particularly with respect to fish "exported" for canning outside the Cook Inlet district.

Season Adjustment Favored

Although no concerted position was taken by the Inlet operators, their opinion generally seemed to be that the Service's only effective tool under the present law lies in adjustment of the fishing season to provide the escapement needed to maintain the fishery.

Other proposals from the industry included: establishment of the Kalgin Island schooling area as a sanctuary; limiting drift gillnet boats to 32′ length.

Possibility of a late-opening to permit harvest of the developing Pink run was discussed, with fishermen opinion favoring an opening about Aug. 5 to 8, with closing to be determined by the Service on the basis of the season's experience.

Dr. John Kask Heads FAWS Foreign Office

Dr. John L. Kask is announced as new head of the U. S. Fish and Wildlife Service Office of Foreign Activities, succeeding Dr. Hilary J. Deason, resigned.

A. M. Day, FAWS director, said in announcing the appointment: "Dr. Kask is admirably fitted for his new assignment. He has demonstrated his skill in negotiating with representatives of foreign governments, and his ability to gain the consent of groups having diverse interests."

Dr. Kask recently has been chief biologist of the Pacific Oceanic Fishery Investigations with headquarters in Honolulu. He was graduated from the University of British Columbia, and received his doctor's degree in fishery biology from the University of Washington. After service on the research staffs of the halibut and Sockeye commissions, he served the California Academy of Sciences and the fisheries division of SCAP in Japan. From 1948 to 1950 he gained further foreign experience as chief biologist of the Fisheries Division of the Food and Agriculture Organization of the United Nations.

Floater Will Can Crab

Island Seafoods Co., with a floating cannery in the Kodiak area, is preparing to can King crabmeat during the winter, having put up an experimental pack of some 40 cases (48 halves) last spring. The plant is being improved with a modern crab-picking line, with a stainless-steel belt to facilitate continuous operation.

The company, started in 1948 by F. R. and P. W. Deveau and R. E. Resoff, was expanded this year by taking in several other partners, including Wm. S. and Mark Jensen of the Washington Fish & Oyster Co. and H. A. Schurman of Seattle; established a Seattle office at 66 Marion St., and packed over 21,000 cases of halves salmon in the Chignik, Cook Inlet and Kodiak areas.

Milo Moore on U.N. Assignment to Korea

Milo Moore, Washington state director of fisheries under the Walgren administration, in November secured appointment as fisheries consultant to the United Nations Korean Reconstruction Agency. He returned last summer for more than two years as fisheries chief for the E.C.A. program in Greece.

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"OCEAN GLEN"	"OCEAN GLEN"	
"SALAD OF THE SEA"	"SALMON DERBY"	
"TUNA FEAST"	"SILVER BRIGHT"	
	"BONFIRE"	
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Jack Crivello Confirms Boat and Plant Deals

Jack Crivello, executive vice president, Westgate-Sun Harbor Company, San Diego, confirmed last month reports that he had sold his interests in the clippers *Sun Voyager, Sun Traveler, Sun King* and *Sun Ray* to part owners and crews of the vessels. All four are under contract to deliver their catches to Westgate-Sun Harbor for five years.

He also disclosed he had sold the purse seiner *Sun Beam* to a Peruvian fisheries firm, which will operate her out of Paita, Peru, as a mothership for feeder boats.

Mr. Crivello said that he and W. Wade Ambrose, president of the cannery, have a mutual agreement for future operation of the plant and fleet when financial and other details were settled. Reports that he had sold the *Sun Dawn, Sun Victoria, Sun Streak* and other *Sun clippers in* which he has a financial interest to United Concrete Pipe Corporation (builders of steel tuna clippers in the middle 40s) were denied by both Mr. Crivello and UCP officials.

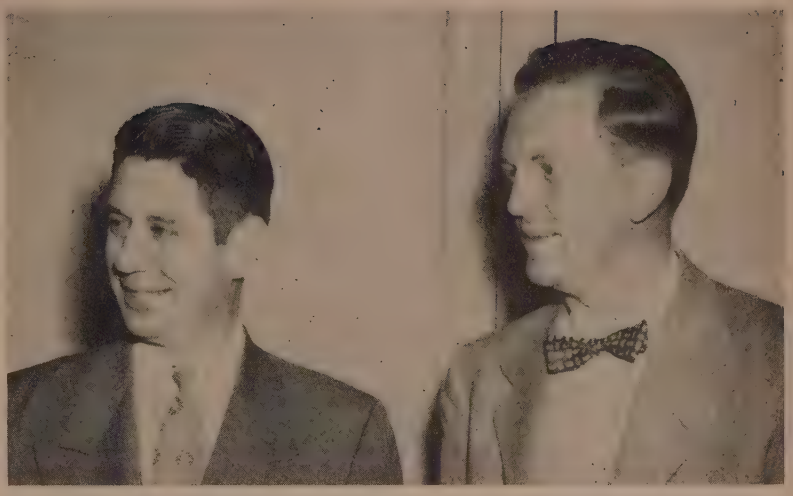
Recently it had become known that Mr. Crivello was interested in development of tuna fisheries in Peru, where eastern financial interests are reported to have invested millions of dollars for construction of modern canneries and well-equipped fishing vessels. He denied however, that he was selling his clipper holdings to Peruvian canneries.

Dr. F. A. Davidson Accepts Indians' Biological Work

Dr. F. A. Davidson, who for some years was in charge of Alaska biological investigations for the Fish and Wildlife Service, but who resigned to operate a farm in the Kittitas valley of Washington, is reported to have accepted employment as a biological consultant for the Yakima and Klickitat Indian tribal councils.

These Indians currently are pressing claims against the United States government in connection with Columbia River dam projects, and it is assumed that Dr. Davidson's employment is in this connection.

The Yakima tribe is out to get a big cut of whatever award may be made in lieu of Celilo fishery rights which will be lost when and if The Dalles dam is constructed. The Klickitatas, on the other hand, are claiming rights to a large percentage of the salmon run which is building-up in the Klickitat as result of removal of obstructions in that stream.



Key Men on the Fraser—Loyd Royal, director of the International Pacific Salmon Fisheries Commission investigations, left; with Roy I. Jackson, recently promoted to position of assistant director.

Jim Cannon Dies

James E. Cannon, who had been known affectionately as "Jim" to the canned salmon industry for many years, died suddenly at his Seattle home October 31. He was 59, and is survived by Mrs. Cannon.

His death came suddenly, but Mr. Cannon had been in poor health for some time, having suffered a severe stroke about three years before. He had made partial recovery and for a time had been able to go occasionally to his office.

He had been closely identified with the salmon industry for many years in his association with the Nakat Packing Corporation and as buyer for the Great Atlantic & Pacific Tea Co.

His death came during the convention of the Association of Pacific Fisheries, which he had frequently attended, and brought many sincere expressions of regret and loss.

Mosier Bay Cannery Escapes Total Fire

Alaska salmon cannery fires usually involve a total loss, but the Mosier Bay cannery of Libby, McNeill & Libby escaped with only partial loss when fire broke out there this fall.

Fire started on the oil dock, according to preliminary reports, and the gasoline tank soon fell into salt water. Gasoline escaped in limited amounts and burned on the water for 22 hours, but without spreading to the other structures. The watchman, with help from Alitak, succeeded in driving the flames back with hoses from the main buildings.

Roy Jackson Advanced By Sockeye Commission

Coincident with official announcement of the shift of Milo Bell from chief engineer to engineering consultant to the staff of the International Pacific Salmon Fisheries Commission, its chairman, Senator Thomas Reid recently announced appointment of Roy I. Jackson as assistant director.

Mr. Jackson is peculiarly fitted for such duties, being a graduate in fisheries from the University of Washington, and also holding a degree in engineering from the University of British Columbia.

Nelson Bros. Put New Packer Through Trials

Nelson Brothers Fisheries at New Westminster, B. C., with a party of more than 40 guests ran trials on the Union diesel re-powered craft now known as *Western Challenger*. Extremely satisfactory performance was noted. Vessel obtained 11½ knots from the 560-hp. at 325 rpm diesel.

Ritchie Nelson, president of Nelson Brothers Fisheries, reported "complete satisfaction in every detail."

Frank Lynch Dies

Frank Lynch, 52, former president, Lynch Shipbuilding Company, San Diego, died at Caldwell, Idaho, recently. He had been ill for some time and had retired from all business activities. He was also former president of Benson Lumber Company, and a member of San Diego's Fish Mongers club.

Fishermen's Packing Corporation

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Panama's Shrimp Fishery Employs 58 Trawlers

The Republic of Panama is developing an important shrimp fishery, and exporting to various markets in this country, according to advice from Paul A. Sullivan, Sullivan Steamship Agencies and distributor at Balboa, C. Z., for Standard Oil Company of California products.

In late October he reported to *Pacific Fisherman* that at present 58 trawlers were engaged along the entire coast in the Gulf of Panama; that eight new vessels were under construction and every month sees additional boats coming from the U. S.

The 58 vessels are reported to have produced 1,146,000 lbs. Most of the shrimp goes to New York by vessel, but about 25% is flown by air to Miami, Fla.

Pakaging of the product is growing however; 40% is now packaged locally and shipped; 60% is sent in a loose frozen case. Within six months all shrimp exported will be packaged locally.

The packaging freezers are all owned by the individual vessel owners or the companies owning the vessels.

Schreck and Pierce Acquire Farallone Fisheries

Capital stock of Farallone Fisheries, Inc., was acquired in October by George W. Schreck of Santa Barbara and J. W. Pearce of Beverly Hills from the estate of the late William F. Adler, who died in Dec., 1950. The company was purchased by Mr. Adler from The Borden Co. and operates at Santa Barbara.

Mr. Schreck was elected president and manager. He has been associated with the business since 1948 as vice president and comptroller. He said that the firm plans expansion of its plant and activities under the new ownership.

Cal. Tuna Adds Line

California Tuna Canning Co., San Diego, last month was completing installation of an additional tuna-packing line, to handle "Nielsen's," "Sea-Preme" and other featured labels of Earl M. Nielsen's plant.

The line is 134′ long, completely built of stainless steel, and operates with two Carruthers' automatic packers, and a Standard Iron chunk and flake packer. The company has also installed new sales offices and a lunchroom, 30′ by 100′ for plant employees.

Gordon Davis, newly-elected president of the Fish Divoteers, Seattle's golfing fish men.

Gordon Davis Heads Seattle Fish Divoteers

The thirteenth annual fall golf tournament of the Seattle Fish Divoteers held for the first time this year at the Sand Point Country Club was one of the most successful tourneys this active organization has ever staged from the standpoint of attendance, good scores and all-round good fellowship.

Highlight of the banquet at which President Leif Eriksen, of the Chatham Strait Fish Co., presided was the awarding of the day's prizes by toastmaster Cliff Greene of the Blue Star Line.

Winner of the Royal Mail Lines trophy for low net in the first division was Joe Brennan, of Talbott Carroll & Co. Clare Kidd, of the National Bank of Commerce, as usual, carried off low gross honors.

Wm. O. Dooms, of the E. H. Bendiksen Co., won the prized Bob Finke trophy for low net in the second division, with the award for low gross going to Harvey Schmitz of the Schmitz Box Co.

The Blue Star Line trophy for low net in the third division was won by Bob Silver, of the Whiz Fish Products Co. The prize for low gross went to John McCallum, of the McCallum-Legaz Fish Co.

Competing in the guest division, Joe Parutto of the Modern Refrigeration Co., won low gross honors and A. J. Gardner was the low gross winner.

A fitting climax to the tournament was the election of Gordon Davis, of the Oxenberg Fish Co. and Bunzen & Davis, as president, succeeding Leif Eriksen. Other officers elected were: Jack Pierce, Whiz Fish Products Co., vice president; Bernard A. Anderson, Talbott Carroll & Co., secretary; and Jack Hanover, Egegik Packing Co., treasurer.

The highly successful tourney was managed by Joe Brennan, assisted by Jack Pierce, Eldon Erickson, N. C. Marine; Phil Hanson, Perfection Smokery; Chas. Sheriff, B. R. Anderson & Co.; Ray Wallitner, Nickel Plate Road, Walt Meredith, Kelley-Clarke Co.; and Karl Paulus, Malaspina Fishing Co.

Prizes for the tournament were secured by Frank Royce, chairman of the Sponsors committee and his assistants, Don Knowles, Leslie Salt Co.; John McCallum; Henry Russell, Sunde & d'Evers Co.; and Bert Gilman, Vita Food Products, Inc.

"Spicewood" Tuna Cargo Unloaded at Monterey

The 183′ Costa Rican tuna carrier *Spicewood,* owned and operated by Wilbur-Ellis Co., San Francisco, unloaded a cargo of 535 tons of Skipjack and Yellowfin last month at the Peninsula Packing Co., Monterey, making what is said to be the first tuna to be brought into Monterey by a foreign ship.

It was reported that at least 75 people were employed in processing the fish, and the total payroll was estimated to be around $30,000.

Importation of Yellowfin, Skipjack, Albacore and other types of tuna have been previously shipped to Monterey from San Francisco after imports arrived there by ship.

Anchovy Reduction Rejected

No action was taken by the California Fish & Game Commission at its October meeting on a request by the San Francisco Sardine Association to reduce mixed fish landings containing mainly anchovies. The "no" action was taken on advice of the deputy attorney general.

The proposal to reduce small mackerel, anchovies and other fish into commercial oils and meals was opposed by state fish and game department staff members. Richard S. Croker, chief, Bureau of Marine Fisheries, contended that the California anchovy fishery is barely supporting fishing for bait and a small canned pack for human consumption. A heavier take might jeopardize the food supply of larger fishes, Mr. Croker said.

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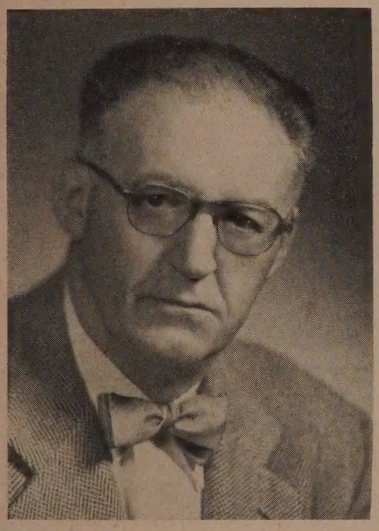
LINES and LEADERS

R. C. Russell, Wrapping Expert Handles Hayssen Selling

Wm. A. Hayssen, president of the Hayssen Manufacturing Company, Sheboygan, Wis., recently announced the appointment of Ralph C. Russell as general sales manager. Mr. Russell is a well-known figure in packaging and wrapping machine circles, and for well over 20 years has been particularly noted for his contributions to the wrapping machine industry, particularly with cellophane. For nearly 14 years he served as manager of the "Engineering Service Department," Cellophane Division, E. I. duPont de Nemours & Co., and for the past 8 years was instrumental in the development of wrapping machines and roll type heat sealing labels as sales manager of the Oliver Machinery Co., Grand Rapids, Michigan.



Ralph C. Russell, national specialist in wrapping materials and machines, handles Hayssen Manufacturing Co. selling.

Aside from sales, Mr. Russell is well-known throughout the United States and Canada as a qualified mechanical and industrial engineer and for many years made mechanical cake wrapping his hobby, an industry which heretofore had been considered "impossible." In his new capacity, Mr. Russell will assist in the progression of the Hayssen Manufacturing Company which is one of the world's leading manufacturers of wrapping machines.

Evans Diesel Engine School Popular With Operators

Evans Engine & Equipment Co., Inc., Seattle Distributor for Detroit Diesel Engine Division of General Motors, recently held a four-day diesel engine service school at the plant at 1230 Westlake North, Seattle. Two-day sessions were also held at Bellingham Engine & Equipment, Inc., Bellingham, and at Wise Engine & Mahine Co., Hoquiam, dealers for Evans Engine.

According to A. V. Evans, president, the school is one of three complete mobile training units provided by Detroit Diesel's Service Department offering a thorough course in the operation and maintenance of the GM 2-cycle Diesel engine.

Classroom equipment, carried on a specially designed truck, includes cutaway and live engines, sub-assemblies, movies, charts, testing apparatus and other training aids.

In the last two years over 8,000 diesel engine owners and operators have attended these sessions which have been held in on-the-job locations and at GM Diesel Distributor headquarters throughout the country. The schools are manned by instructors from Detroit Diesel's Factory Service Training school.

"Ac-cent" Promotes Hickey

Frank Hickey, formerly with the New York office of the Amino Products Division of International Minerals & Chemical Corp. (manufacturers of Accent), has been appointed Southern California sales manager, with headquarters at Los Angeles, for Accent. He takes over his position from Gault Davis, who is now sales manager for amino products out of the Chicago office of the International Minerals & Chemical Corporation.

"Chuck" Ford Joins Sales Staff of Bryant's Marina

Bryant's Marina have announced the appointment of C. C. "Chuck" Ford as their commercial representative. Ford will concentrate his efforts on the fishing industry, calling on commercial fishing accounts and individual fishermen.

Chuck Ford, is well know in Alaska, having worked as a fish buyer there and most recently was a tender skipper for the Emard Packing Co. Prior to that he was a fish buyer in SE Alaska for Sebastian-Stuart.

C. C. "Chuck" Ford, former fish buyer and tender skipper, to cover commercial fishing accounts for Bryant's Marina.

He has spent most of his life in Seattle and has a wide list of acquaintances in Alaska and on Puget Sound.

Bryant's Marina, according to Latham Goble, vice president, will send him to Alaska for several months every year. Ford will also be in contact with fishermen and marine outlets on Grays Harbor, Willapa Harbor and other Washington ports where there is any fishery activity.

Cummins' Alberta Sales

Cummins engines are now being distributed in the busy Alberta territory by Cummins Diesel Sales of Alberta, Ltd., a subsidiary of the British Columbia organization headed by Fred Clark, who has been Cummins distributor on the Canadian west coast for many years.

Fred Clark Jr., who until recently was in charge of the company's operations on Vancouver Island with office and salesrooms in Nanaimo, is in charge of the Alberta office in Edmonton at 10950 101st Street. There is also a Calgary branch at 123 5th Ave.

Cummins Diesel Sales of Alberta will cater particularly to the rapidly developing oil and natural gas industry in that province, but will also service an expanding sawmill activity in that province.

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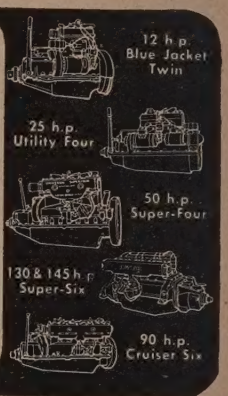

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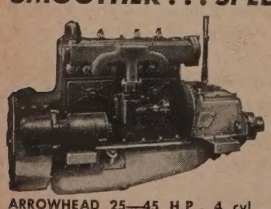

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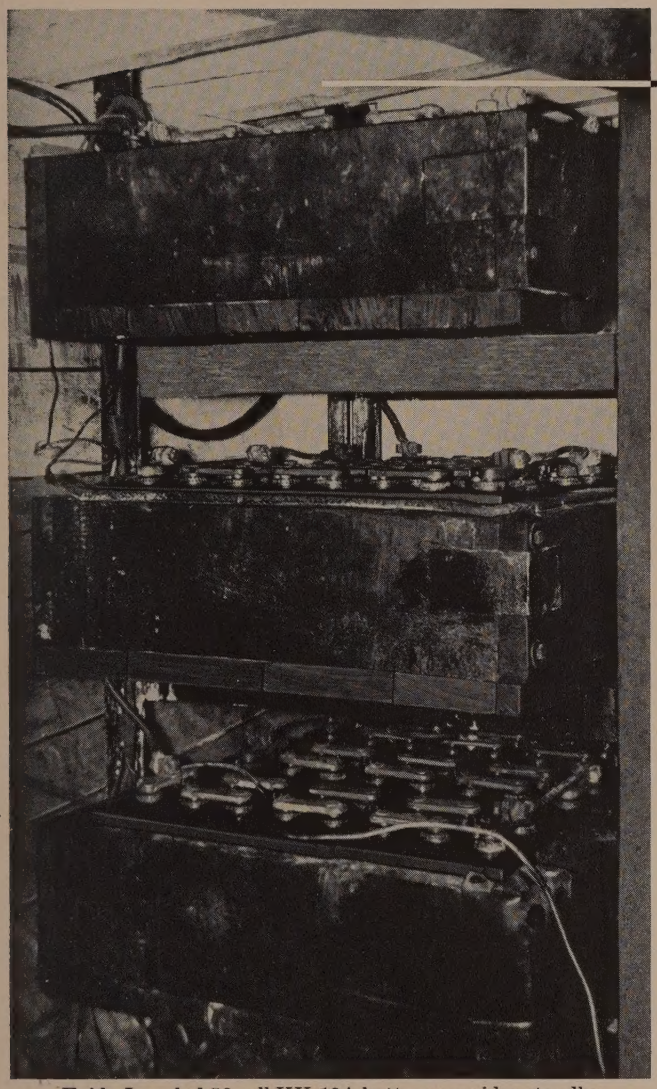

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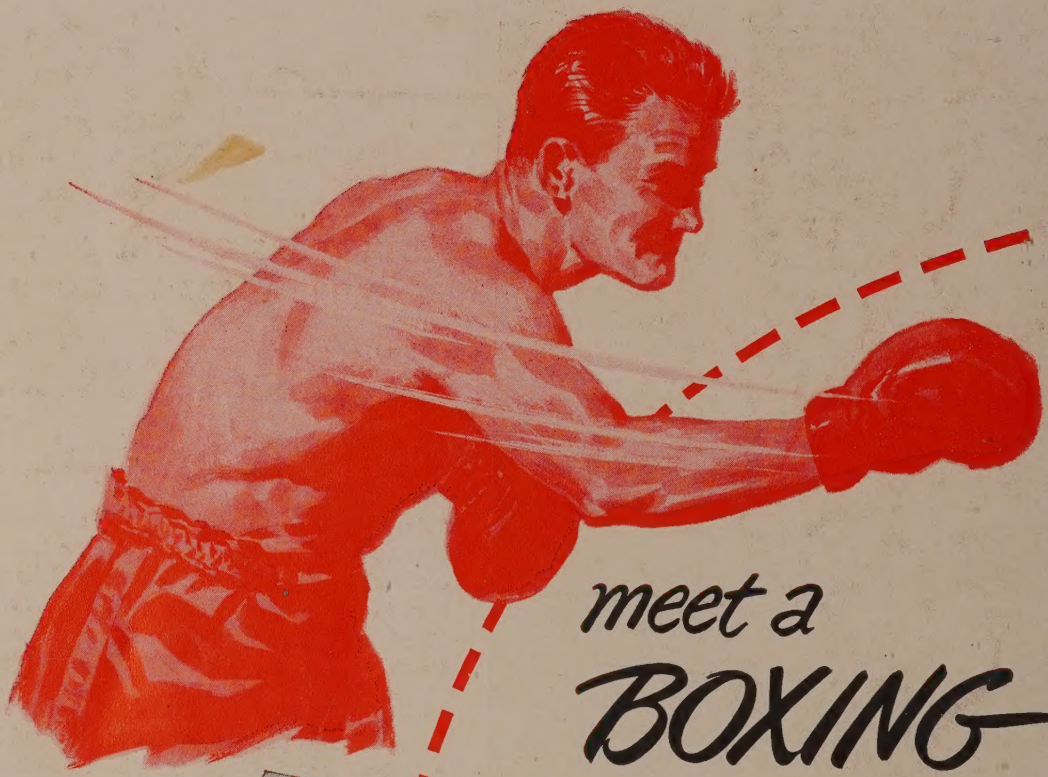

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